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S90 is a bold car that its German rivals will want to keep an eye on



Volvo is going from strength to strength

GREAT TO SEE Volvo on a high, following up the well-received XC90 with the bold and daring new S90, about which you can read on p8. If it drives as well as it looks, the S90 (and its estate-bodied V90 counterpart) could give Audi, BMW, Jaguar and Mercedes-Benz plenty of food for thought.

The prospect of a Polestar-tuned performance version, meanwhile, has our pulses quickening while we wistfully recall the likes of the 850 T5 R.

The miserable, stuttering end to Volvo compatriot Saab as a credible car maker should serve as a solemn warning of how coveted automotive brands should be.

Of course, Volvo is under Chinese ownership, but its current 'Made by Sweden' marketing line is a firm indication of the defiant independent streak that continues to run through its Gothenburg headquarters. From its time under Ford's wing, Volvo is well aware of the compromises that come with being owned by a larger car company.

Geely's approach appears to be sufficiently hands-off to allow Volvo the opportunity to make ever better cars. All the signs are that the manufacturer is making the most of it.



MATT BURT EDITOR

matt.burt@haymarket.com

@Matt_Burt

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AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

REVIEW

Porsche 911 Carrera S

Carrera S gets turbo power for the first time



REVIEW

New ix35 Fuel Cell

We drive Hyundai's new zero-emissions SUV



ADVICE

Winter driving

Our complete guide to winter driving and tyres



REVIEW

Suzuki Vitara S

Crossover gets a new 138bhp petrol engine



BLOG

Darren Moss

The view from inside the new Mercedes E-Class



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THIS WEEK

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OFFICIAL PICTURES



All-new S90 targets 5

■ Volvo's new executive saloon due next year ■ PHEV promises 44g/km ■ Hot Polestar

Volvo has revealed its new S90, the model that the Chinese-owned Swedish manufacturer hopes will finally allow it to break through the German dominance of the executive car market when it arrives in UK dealers next summer following its debut at January's Detroit motor show.

The S90, which will rival the BMW 5 Series, Audi A6 and Mercedes-Benz E-Class, as well as the Jaguar XF and Lexus GS, sits on the same platform technology as Volvo's recently launched XC90 SUV and will make use of the innovative hybrid powertrains already adopted by that car as it aims to become the cleanest vehicle in the class.

Volvo's Scalable Platform Architecture (SPA) is designed

to underpin multiple models engineered to display one of three basic characters. The smaller 40-series cars will be 'fun to drive', while the 3 Series-rivalling 60-series models will be 'dynamic'.

The S90 follows the XC90 by being 'sophisticated' – although Volvo splits the saloon and SUV by sub-branding them 'elegant' and 'refined strength' respectively. The upcoming V90 estate will add a further sub-category of 'elegant and functional'.

The S90's styling moves away from the chunky, heavy-shouldered Volvo saloons of recent years in order to adopt a more elegant look. Its front-end design follows that of the XC90, while the side profile reveals extremely

short front overhangs.

The S90 and V90 are expected to be offered with the same powertrains as the XC90, with the UK market focusing on the 402bhp T8 'Twin Engine' plug-in hybrid and the D4 and D5 diesels. The T8 version improves on the XC90's efficiency figures by emitting just 44g/km of CO₂, while the front-wheel-drive D4 manual version is expected to emit 109g/km.

Volvo also plans high-performance versions of the Twin Engine hybrid, producing more than 450bhp and carrying Polestar badging. Volvo CEO Håkan Samuelsson said: "You could have a high-performance variant without leaving the brand. You could still have a nice car with smart

design and functionality, but what's wrong with a little performance?"

Later in its life, the S90 could get turbocharged 1.5-litre three-cylinder petrol engines. Volvo is developing a range of triples to use in its smaller models. The firm's R&D chief, Peter Mertens, has already admitted that the unit could be paired with an electric motor to produce a milder hybrid than the range-topping Twin Engine version, and that three-cylinder hybrid S90s are already testing.

The S90's cabin has cues taken from the XC90 and makes extensive use of natural materials, including a slab of wood that forms a large part of the fascia. The dashboard is dominated by a portrait-



orientated infotainment screen, which incorporates satellite navigation and audio, along with controls for several of the car's systems, including heating and ventilation.

Other XC90 technologies will also feature on the S90. The saloon gets the SUV's



The all-new S90 shares its platform with the XC90 SUV

Series

model and 1.5 petrol triples likely



V90 estate will be pitched as 'elegant and functional'

Pilot Assist semi-autonomous driving functionality, which keeps the car aligned between motorway road markings at speeds of up to 80mph. It also adds a new large animal detection feature to Volvo's City Safety system, enabling it to detect creatures such

as horses and moose during the day or at night, and either warns the driver or primes the brakes to help avoid a collision. Volvo UK managing director Nick Connor said the S90 would continue to push Volvo down its own, independent path. "Volvo now has the →

Q&A HAKAN SAMUELSSON, VOLVO CEO

How does the step with this car from the S80 compare with the step the new XC90 took?

"It's bigger, I think. That's symbolised by the fact that we've lost the '80' name and made it S90 – part of the family of '90s'. It's a big step forward."

The S80 never stood up to the German premium brands. What are you trying to do with the S90 that could be more effective?

"We have to try to offer something special. We're not here trying to sell a car by saying, 'Well, it's almost as good as a BMW or a Mercedes'. We have to have our very special identity, and I think we've got that: a design that is deviating from what the German brands

have. It's a very elegant Nordic design, the S90."

Is farther down the line-up where it gets tougher? Are the smaller cars going to be more of a challenge?

"We've said that we have a special platform for the 40-series – CMA – because it's much more important to have a good cost structure on the smaller cars. We're sharing components with Geely there. We want to bring a broader range of 40 cars; right now we only have a hatchback. How many will we end up with? We'll come back to that. But we have the means to deliver it."





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Part-wood-trimmed cabin features Volvo's large central control screen

self-confidence to go its own way," he said. "We have no interest in copying the German brands. There is no point in trying to outdo the 3 Series. We have our own values around exterior and interior design, safety, comfort and powertrain advancements that stand out for their own qualities.

"The S90 clearly demonstrates the transition we are going through. I actually think people will be even more surprised when they see it than they were when they saw the new XC90. It really is quite impactful – a car that your eye just keeps getting drawn to. The design and dimensions make it a far more premium-looking car than the S80. The interior is an evolution of the XC90's, but a step up again, and it has a real distinction about it."

Speaking to Autocar earlier this year, Volvo's vice-president of product strategy, Lex Kerssemakers, admitted that the large saloon market was contracting, but he said the market was still too big and too important for a car company's image among buyers to ignore.

"The opportunities are getting smaller, but the market is still big enough to give us a strong business case," he said.

Volvo is targeting S90 sales of around 2000 units per year in the UK, which represents just under a fifth of the number of 5 Series sold here annually.

"We are not doing this to drive volume," said UK boss Connor. "It won't make the difference between success or failure; we can treat the S90 as a proper halo model. It can be a price-led segment, but we won't play that game. We have no volume aspirations; there's no pressure to sell thousands, and we'll supply only what the market wants."

The S90 is unlikely to remain the largest Volvo saloon. The company's Chinese owner, Geely, is keen for an even bigger model to be spun off the SPA platform, which can extend to more than five metres in length. That could give Volvo the basis for a hybrid limousine, although company sources admit that brand equity will need to be strengthened by the S90 before it can support a £100,000-plus model.

JOHN McILROY

The cars the S90 must beat



NEXT-GEN BMW 5 SERIES

Due before the end of 2016, the next 5 Series gets an all-new platform and BMW's range of four and six-cylinder diesel engines, plus a hybrid that should match the S90's CO₂ claim. Expect carbonfibre construction tech from the latest 7 Series to help cut the Five's weight. Touring and GT versions will follow.



JAGUAR XF

Recently replaced executive saloon uses a switch to an aluminium platform to deliver significant weight savings and CO₂ emissions of as little as 104g/km. The all-new chassis brings even crisper handling, too. A successor to the previous generation's Sportbrake estate is also in the pipeline.



NEXT-GEN MERCEDES-BENZ E-CLASS

Merc's mid-range exec will fight the S90 for headlines in Detroit. The new E-Class switches to the same modular MRA platform as the latest C and S-Class. Sources promise a "two-generation leap" in cabin quality, plus major gains in engine refinement. An E350e petrol-electric hybrid is also planned.



NEXT-GEN AUDI A6

The next A6 is due in early 2017. Expect a switch to the second generation of the VW Group's longitudinal-engine MLB platform, bringing a slight increase in wheelbase and a larger cabin. The A6 will continue to offer four-pot diesel and six-pot petrol and diesel power. An e-tron hybrid is also on the way.



Lambo lines up a special

A new limited-run special packed with tech and wielding 759bhp will be unveiled in March next year

Lamborghini has revealed more clues about the 'surprise' limited-edition production model it will reveal at the Geneva motor show next March to honour what would have been the 100th birthday of Ferruccio Lamborghini.

The company's founder was born on 28 April 1916, and Stephan Winkelmann, the current president and chief executive, said: "We will do something special and show it in Geneva." He explained that the vehicle will be "a mix of technology demonstrator and street-legal car, which is important for the people who will buy it".

The model is understood to be a supercar in the mould of previous special editions such as the Sesto Elemento, Aventador J and Reventon.

It is expected to be the most technologically advanced Lamborghini yet, bringing together the company's latest developments in terms of engine technology, light weighting, aerodynamics and chassis control.

Winkelmann said: "These are the elements that are very much related to the super-sports cars, and then there are two others that are important for the automotive business in general, and they are

sustainability and connectivity.

"For us, connectivity is going to become more and more important, particularly on the [upcoming] Urus, because it will be a car owners could use every day, so they want to have in the car what they have in the office or on their smartphones."

Lamborghini R&D boss

Maurizio Reggiani said: "This will be the first time we have put so much content into one special car."

Although Lamborghini's top brass are tight-lipped about precise technical details, the model is understood to be a longer-wheelbase version of the Huracán fitted with a significantly uprated 759bhp

version of the 602bhp 6.5-litre V12 found in the Aventador. It will have extreme styling to match its mighty power output.

Autocar also understands the name 'Centenario LP770-4' could be used, but Winkelmann would confirm only that a model name had been decided upon and will be revealed in due course.

In keeping with Lamborghini's previous special models, fewer than 20 examples will be built, with a price likely to be around €1.75 million (£1.23m) plus taxes. The firm will use the car to both celebrate its past and point towards some future technology that will be used on its other production models.

"On one hand, it is for collectors and lovers of the brand. It is also a celebration in this sense. But on the other hand, it is also for Maurizio Reggiani and his team to demonstrate what they are able to do with technical innovations," said Winkelmann.

He added that the car would be a "good combination of ambition and knowledge", showing off Lamborghini's skills. He said: "When you are a two-model company, you show something that is radically new for production every four or five years. That's it.

"Our designers and engineers still have the lust to show what they can do, and we are not able to have four or five production models. [Cars like this] are an opportunity to show that constant innovation is taking place within Lamborghini."

Next year also marks 50 years of the Lamborghini Miura.
MATT BURT

Urus SUV to get bespoke twin-turbo V8

THE LAMBORGHINI URUS 4x4 will be powered by the firm's first turbocharged V8 when it goes on sale in 2018.

Chief executive Stephan Winkelmann and R&D boss Maurizio Reggiani confirmed to Autocar that the Italian company's first SUV will eschew the naturally aspirated V10 and V12 units of the current Huracán and Aventador in favour of a bespoke twin-turbocharged 4.0-litre V8. Winkelmann described the move as "a major step" for the company.

As well as CO₂ emissions benefits, a turbocharged V8 makes sense because of the extensive torque spread.

Reggiani said: "In acceleration and in off-road capability, it is really important to have a high

level of torque, in order to move as quickly as possible and to have the ability to come out of a critical situation easily."

Winkelmann said a plug-in hybrid Urus is possible and the car is being engineered to accept a battery pack and electric motors.

The definitive Urus production car is expected

to be revealed at the Geneva motor show in spring 2018, although the company hasn't ruled out bringing that forward to Frankfurt in late 2017 if development proceeds swiftly.

Lamborghini's third model will go on sale at a price range similar to that of the Huracán, putting it in the £180,000 region.



Levante will go on sale next year as a rival to the Porsche Cayenne



New Levante SUV 'critical' to Maserati's growth

MASERATI NEEDED TO prioritise the Levante SUV in order to build the brand's visibility, sales and profits ahead of the launch of the Alfieri sports car in 2018, according to the brand's European general manager, Giulio Pastore.

The Levante will be revealed at the Geneva motor show next March before going on sale in late 2016. It will be a Porsche Cayenne rival, and styling cues include a long bonnet and sloping roofline.

Insiders say the car has been heavily restyled from

the 2011 Kubang concept, taking cues instead from the 2014 Alfieri sports car concept, which will become the company's halo model.

"We are building to 2018, when we will realise the potential of the brand," said Pastore. "The Alfieri will represent the absolute DNA of the brand, and to build to that we must build a sustainable business. The Levante is a critical part of that. There is no life for a company that sells only sports cars, so its success is key to us."

The Levante will be built at the firm's Mirafiori plant and is "entirely the work of Maserati", according to Pastore. He emphasised that it will not use anything from other Fiat Chrysler Automobiles brands, including Jeep. It's based on the same platform that underpins the Ghibli and Quattroporte. It will be sized and priced between those models and use the same V6 and V8 engines, transmissions and all-wheel drive system as those cars. "This is a Maserati, and

our needs are unique and our brand values demand that the car is developed by Maserati engineers only," said Pastore. "It will be an SUV, but with the emphasis on sport."

Asked why Maserati was launching the Alfieri after the SUV, when it is going to be the halo model for the firm, Pastore said: "We need to build a sustainable business. To build a firm around sports cars is complicated – impossible, almost. We are confident the SUV will live up to our DNA, and the Alfieri's arrival will complement it."

Pastore also confirmed that plug-in hybrid powertrains would be sold for the Levante from 2017, but he added: "We will only employ this technology if it allows us to retain the sporty credentials of our cars." Hybrid versions of every Maserati apart from the Alfieri are expected to be rolled out eventually.

The Alfieri will be launched first as a coupé and then, in 2019, in roadster guise. It is expected to be offered with V6 power, with a choice of around 410bhp or 520bhp.

MORE CLUES TO THE BUGATTI CHIRON UNCOVERED

This spy picture offers the clearest look yet at the Bugatti Chiron hypercar, the Veyron replacement due to be unveiled at the Geneva motor show next March.

The picture shows a late-stage Chiron prototype in testing. Although much of its styling is camouflaged, new elements – including thinner LED headlight clusters, a more prominent front grille and flatter bonnet – can be seen.

The Chiron will take some styling inspiration from the recent Vision Gran Turismo concept, which made its debut at the Frankfurt motor show in September, as is clear in this picture.

Power for the new car is tipped to come from an uprated version of the Veyron's turbocharged 8.0-litre W16 engine.

SPY SHOT
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New E-Class cabin revealed

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f

s

Mercedes-Benz has revealed the interior of its next-generation E-Class before the car's scheduled unveiling at the Detroit motor show in January.

Key among the innovations applied to the BMW 5 Series, Audi A6 and Jaguar XF rival is the adoption of the same digital dashboard technology already in use in the S-Class. However, whereas the current S-Class has two separate screens for its dual display, the new E-Class uses two 12.3in displays housed within a single unit, which dominates the cabin.

The new system is fully configurable by the driver, and Mercedes' Comand infotainment software has been significantly upgraded to match. Drivers can choose from three themes – dubbed Classic, Sport and Progressive – each of which alters the look of the instrument cluster, as well as adjusting the content shown in each display.

Content is controlled either from touch-sensitive pads on either side of the steering wheel or from the same touchpad controller already fitted to the majority of the

Mercedes-Benz range. Most E-Class models will receive the widescreen set-up as standard. However, base Avantgarde versions will make do with traditional analogue dials with a colour display and an 8.4in central infotainment screen.

The centre console storage compartment now includes a wireless charging mat for mobile phones and a USB connector for Apple CarPlay functionality. Google's Android Auto should also be available by the time the car goes on sale. A further two USB connections and an SD card slot can be found in the armrest storage compartment.

When asked if the gap between the new E-Class and current S-Class has narrowed too much, Mercedes interior designer Gerd Schött said: "The new S-Class moved upwards into a more luxurious segment, so we also increased the luxury for the E-Class. Some customers might change to an upper E-Class from a lower S-Class, but the S-Class still has a bigger and more spacious interior. It has a more luxurious feeling inside."

DARREN MOSS

Q&A KORAY SEVER, TELEMATICS ENGINEER, MERCEDES-BENZ

Will customers be expecting this level of technology?

"This is a typical business-class saloon. The average customer in Europe will be around 60 years old, but in other markets there will be younger customers. These customers are used to the tablet and smartphone world."

Do you think that this technology will become more prevalent?

"In the future, most manufacturers will have digital displays. If you have this set-up, the technical chance to create configurable

content is easier than with analogue tubes and a smaller display."

How important was this widescreen display to the new E-Class?

"We wanted this from day one, from our design vision. The problem was in mass production and manufacturing. If you have analogue tubes and a separate display, these are known technologies. For manufacturing, it was a big effort to produce the screen in this quality."



Mission E concept
was unveiled at the
Frankfurt show



Porsche to make Tesla rival

Mission E electric saloon confirmed for production; 592bhp, 0-62mph in 3.5sec and 310-mile range

The all-electric Porsche Mission E has been confirmed for production, and will rival the Tesla Model S when it arrives in showrooms in around 2020.

The concept, which was first revealed at the Frankfurt motor show in September, has been given the green light by Porsche's supervisory board.

Porsche says more than 1000 new jobs will be created at its Stuttgart HQ. Around €700 million (£505m) will also be invested in its main factory, with a new paint shop and assembly plant being built there. The factory's existing engine shop is being expanded

to produce electric motors alongside combustion engines, while the body shop will be enlarged. Porsche's Weissach development centre will also receive new funding.

The company says the Mission E is intended to "combine outstanding driving performance with trendsetting day-to-day practicality".

The four-door, four-seat saloon features energy storage technology developed on the 919 Hybrid racer, along with lightweight construction and battery technology first seen on the 918 Spyder.

Power comes from two electric motors – one mounted

on the front axle and one at the rear, making the car four-wheel drive. Porsche says it has a combined power output of 592bhp, is capable of reaching 62mph in less than 3.5sec and has a range of more than 310 miles. Wireless charging is possible, with an 80% charge of the lithium ion batteries achievable in 15 minutes.

The Mission E sits on an all-new platform specifically built around its electric drive system, featuring a floorpan made from aluminium, high-strength steel and carbonfibre-reinforced plastic. The bespoke platform in effect rules out hybrid or combustion-engined

VW UK's sales slide

VOLKSWAGEN UK SOLD 20% fewer cars last month compared with November last year, according to new figures from the Society of Motor Manufacturers and Traders (SMMT). VW registered 12,958 cars last month, compared with 16,196 cars last November. It says the drop is down to a strong 2014 rather than the fallout from the emissions scandal.

In related emissions scandal news, Audi technical chief Ulrich Hackenberg has now left the company.



variants of the Mission E.

The confirmation from Porsche comes weeks after the Volkswagen Group said it was scaling back investment in new models in the wake of

the emissions scandal. VW Group boss Matthias Müller said anything that was "not absolutely necessary" would be cancelled or postponed.

DARREN MOSS

JLR considers buying Silverstone to use as HQ

Silverstone could become JLR's official home



JAGUAR LAND ROVER is considering a bid to buy Silverstone race circuit. The Financial Times reported that JLR has asked property consultant Cushman & Wakefield to value the circuit.

It is understood that the circuit would become JLR's UK HQ, with plans to develop a heritage centre, museum, design workshop, hotel and customer handover buildings. Parts of the circuit could be used for driving experiences

and driver training. The value of Silverstone is reported to be £22.7 million.

According to proposals, JLR would make the British Racing Drivers Club (BRDC), which currently owns the venue's lease, a tenant. Silverstone Circuits Ltd, a BRDC subsidiary, would operate it on JLR's behalf.

Racing is expected to continue if the deal goes ahead, although the future of the loss-making British GP

would be called into question.

For the deal to proceed, the BRDC would need approval from its 850 members. It has sought a partner to invest in the venue for some time, without success. However, Autocar understands the proposal is still in the early stages, and any completion would come after 2020.

A JLR statement said the firm continued to look to "invest and grow its business operations in the UK".

VOLVO PONDERS 222BHP XC90

Volvo is mulling over whether to sell the XC90 with the 222bhp T5 petrol engine. "It is possible, but it is on the limit of where we want to be in terms of performance, driveability and CO₂," said Ian Howett, Volvo's head of product.



TOYOTA S-FR TURNS RACE CAR

Toyota's S-FR concept from the Tokyo motor show has morphed into a racer and will make its debut at Tokyo's Auto Salon in January. Toyota hasn't said what powers it, but the original S-FR is believed to use a 128bhp 1.5-litre petrol engine.



Confidential

VOLVO'S S60 will have its global manufacturing base in the US, at a new plant in South Carolina. The firm is investing \$500 million in the site near Charleston, which will be capable of building 100,000 cars annually. "It's great for the US market to have a mid-sized sedan being built here," the firm's American chief, Lex Kerssemakers, said. Volvo hopes to surpass its previous US high of 125,000 units per year by selling up to 150,000 cars there.

MERCEDES-BENZ EXPECTS digital instrument clusters to filter down through its model range within the next three to five years. Currently, the technology is still expensive to produce, confining it to high-end models, but as economies of scale increase, the system is likely to become cheaper to manufacture than traditional analogue dials.



VOLVO'S UPCOMING Tesla rival, due in 2019, will be based on the firm's larger platform structure, the Scalable Platform Architecture (SPA). Volvo sources had described the car – expected to be an SUV instead of a saloon – as "mid-sized", raising the possibility of it sitting on the largest layout permitted by the upcoming, cheaper CMA platform. However, senior engineering sources confirm that SPA will be used and that the vehicle will be "smaller than the S90".

MASERATI BOSSES HAVE reiterated that they will never develop an SUV smaller than the new Levante, a Porsche Cayenne rival. "We don't have any interest in a Macan rival," said Giulio Pastore, Maserati's European general manager. "We have a brand in Alfa Romeo that can fill that gap."



OFFICIAL PICTURE

McLaren transforms 675LT into Spider

McLAREN HAS TAKEN the roof off its 675LT to create a new Spider variant. It will go on sale next summer for £285,450 – almost £26,000 more than its coupé sibling.

Styled in the same vein as the coupé, the 675LT Spider's three-piece hard-top can be opened at speeds of up to 19mph and is stored under a tonneau cover when folded away. The open-top McLaren weighs 1270kg dry, a full 100kg lighter than the 650S Spider and 40kg heavier than the 675LT coupé.

McLaren says that due to the inherent strength of its carbonfibre tub, no further strengthening was needed in the creation of the convertible.

Mechanically, the Spider features the same twin-turbocharged 3.8-litre V8 engine as the coupé, producing 666bhp at 7100rpm and 516lb ft of torque between 5000rpm and 6500rpm.

Around half of the engine's components were altered for the Spider. New elements include more efficient

turbochargers, redesigned exhaust manifolds and a lightweight camshaft and connecting rods.

McLaren has succeeded once again in making its Spider variant match the performance of the coupé. The 675LT Spider keeps the coupé's 0-62mph sprint time of 2.9sec and loses only 2mph in maximum speed, topping out at 203mph. McLaren says the new car can return a combined 24.1mpg, with CO₂ emissions rated at 275g/km.

The 675LT Spider joins the

675LT coupé and 650S in McLaren's Super Series of models and will rival the likes of Porsche's 911 GT3 RS and Ferrari's F12tdf in terms of performance.

Like the 675LT coupé, which sold out soon after its unveiling at the Geneva motor show in March, just 500 units of the new Spider will be sold. Most of them are likely to go to existing McLaren owners. A first public outing for the new car is planned for next year's Geneva motor show.

DARREN MOSS

Nine gears is the limit for Merc's autos



MERCEDES DOES NOT plan to go beyond nine gears in its automatic gearboxes, a senior engineer has revealed.

Ford and General Motors are among those committed to developing a 10-speed auto. The Volkswagen Group has shelved similar plans.

Mercedes, meanwhile, intends to offer no more than nine gears, according to Marcus Sommer, Mercedes' 4Matic all-wheel drive system engineer. He said the firm has run 81 billion different computer simulations for

gearbox scenarios and believes nine speeds work best.

Mercedes' nine-speed auto is being introduced across the range, including on the new GLS. The GLS 63 AMG still uses the old seven-speed 'box, but the nine-speeder will replace it.

Mercedes has no plans to offer a more potent GLS 65 AMG version, though.

Plug-in hybrid tech will also have to wait until the next-gen GLS, due in 2018, because housing the powertrain from the GLE 500e would require removing the third row of seats.

AUDI LINES UP 'A8 CONCEPT'

Audi will showcase a new concept car at the Consumer Electronics Show in the US next month. The concept is understood to feature production-ready autonomous driving technology and preview the next A8, due in 2017.



HYUNDAI'S NEW DIGITAL STORE

Hyundai has high hopes for the second of its Rockar-branded digital retail stores, which opened at Westfield London in Stratford, east London, last week. The shopping centre receives around 44 million visitors per year.





A Year In Cars

Steve Cropley

AVOID CLICHES. IT'S the hack's mission at this time of year. If you must rake over old ground, do it in a new way. Only this year the rule isn't relevant. Everything that happened in 2015 raises questions about 2016. Will VW recover? Will diesels stay out of favour? What will that mean for CO₂ levels? How long will it take the EU to agree decent emissions standards? Are SUVs about to rule the world? Will electric car demand continue? Will TVR fulfil its potential? There's so much to look forward to, we've no time to look back. Still, here's a whiff of what I did in 2015.

FINALLY...

Heartfelt thanks from us for your enduring support. Much of the media looks shaky these days, but Autocar stays hale and hearty because of you. Have a wonderful Christmas and a fulfilling New Year.

Problem for car hacks: you don't drive your own car. Noticed this on our Berlingo the other day. Not proud.



VW chief Martin Winterkorn walked the plank, but I'm sorry he's gone.



Gordon Murray's 'baby supercar' lurks beneath this Yamaha-commissioned shape, unveiled recently in Tokyo as the Sports Ride concept. It's ready-engineered for production, says Murray.

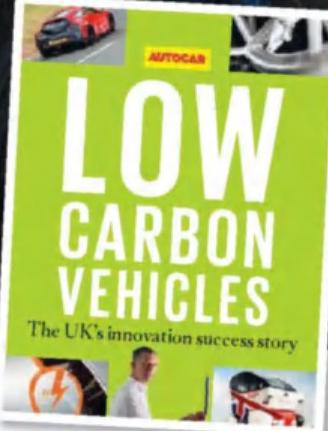


Lancias are rare but still alive. Spotted this fine Beta Coupé in a street near work.

Interviewing Neville Jackson, Ricardo's technology chief, was the highlight of our work on the rule-breaking Low Carbon Vehicles supplement.



I knew Justin Wilson quite well. Every time I think of him, I miss him again.





Frankfurt Range Rover driver steers vehicle from iPhone. The future, they say.



Brooklands uses these healthy old bangers to give kids rides in the holidays. Works a treat.

'Every time you looked back, it seemed to frame another question for a challenging automotive future'



Can't work out why Smart isn't making more of the Fortwo. My mother-in-law swapped her old one for new and is utterly delighted. Tricky transmission quirks are gone good.



Daft fun: raced the leccy Renault Zoe at Prescott with Barry 'Whizzo' Williams. He beat me



These blokes staged James Bond's car chases in Spectre, then told us how they did it. The fully dressed Defender seemed amazingly dent-free.



We ran this magnificent Ferrari FF for six months and 8000 miles, proving to our own satisfaction that Maranello's machinery can work in all conditions. Superb V12 was the major highlight.





Tester's Notes

Matt Prior

On these pages last week I expressed my frustration at the professional investors who were looking to milk as yet untouched areas of the classic car market.

This week I have more positive advice to offer. I'm thinking, given that you might have a bit of time off in the coming days and weeks, this could be the perfect opportunity to get in before them.

Said investors are right in as much as that, while the classic car market has gone soft in the head recently, there are still areas that haven't yet gone completely bonkers. The key is knowing what those are.

And I reckon it's the relatively modern classics – from the 1980s onwards – where those little nuggets lie.

Not that everything from that era is going to go well, or hasn't done so already. I wouldn't ever expect to make money out of a Mazda MX-5 because there are just so many of them, while, conversely, BMW E30 M3 prices are already touching the moon.

But if you had your head delved deeply enough into car magazines at the time, those models that struck a nichey, enthusiast-oriented chord then are the sort of thing that, I suspect, might serve you well now. Stuff like the Mercedes 190E 2.3-16, for example. It never quite held the acclaim of its contemporary BMW M3 rival, which is why they only cost into the low teens now.

Official UK-imported Honda Integra Type Rs are already worth a couple of quid more than they were a few years ago. And I remember car magazines telling a youthful me that the Renault Alpine A610 – about £10k now – was as good to drive at the time as the Porsche 911s that now cost five times that.

All seem to me to have some way to go before they reach a level of cars that they are fundamentally better than. The theme's the same, I suppose. They were good then and, because not many people knew about them or bought the more obvious choice, there aren't many of 'em. They're my tip, anyway.

Your investment may go

down as well as up, of course, and it's probably worth noting at this point that I have never made money on a classic car, or on any other car for that matter, despite what I may have told various Significant Others at the time of selling. I nearly bought a Fiat Dino Coupé (then about £8000) in the early 2000s but instead bought a Ducati 748 that was far too fast for my bravery and which I sold a year later at a £2500 loss. A Dino Coupé is now £60,000. I'd considered a Dino Spider, for a few grand more, but it wasn't as pretty, so I dismissed it, and they now make £165,000. Still, nice bike, while I had it.

- Remember automated manual gearboxes? You have to look pretty hard to find one on sale these days because most cars use extremely good torque converter automatics or dual-clutch automatic gearboxes instead.

Part of the problem with single-clutch automated manuals is that they take a long time to shift, and you're not doing anything at the time, so you're continually waiting... waiting... waiting. They take no longer than a manual shift – in fact, they're probably quicker – but at least in a manual you're doing something.

Just been told a good story, though, by an engineer who

worked on them. During the development of an automated manual gearbox, engineers noticed that, as passengers, their heads would nod forward at each upshift as drive disengaged and then re-engaged.

So they put in a dummy gearlever on the centre console, which the driver reached for at every gearshift. Same gearshift time, same deceleration and acceleration in the car – but sensing the driver reaching for the gearlever meant that the passenger's head nod completely disappeared. As with lots in life, preparation is key. I should try it sometime.

- For reasons that people who can use spreadsheets understand better than me, this festive double issue is off sale by the time Christmas arrives.

But I'll say this now anyway: thank you, as ever, for reading Autocar this year. I'm happy that you read us wherever you find our content – in print, reading our words online or watching our videos – but for me there remains something special about the print magazine and the fact that you choose to go and buy it. It's an honest, independent transaction, where we try our best and you value the fact that we have. I'm extremely grateful to you.

It's worth noting that I have never made money on a classic car, or on any other car for that matter



Prior (centre) and crew in the process of trying their best



Catch one while you can: Integra Type Rs are slowly gaining value



Renault Alpine A610 was as good to drive as a 911, they said



A Dino Coupé worth £8k in the early 2000s is now about £60k

matt.prior@autocar.co.uk



Sensing the driver reaching for the dummy gearlever meant that the passenger's head nod disappeared completely



I often wonder what the ideal three-car garage is. In fact, I have a list that changes all the time. But of the cars launched this year, it's pretty straightforward: a Volvo XC90 (above right), an Ariel Nomad (below) and a Ferrari F12tdf (above). Well, today, anyway.



@matty_prior

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Porsche 911 Carrera

1.12.15, Middlesex Entry-level version of the revised 911, complete with two turbos, hits the UK

The ruination of the Porsche 911 Carrera, by the abandonment of naturally aspirated engines and the adoption of turbochargers, has been one of this year's hottest talking points – and, inevitably, quite needlessly feared. Rest assured, the 911 is alive and kicking – still rich, rev-hungry and sabre-edged under your right foot, still precise, tactile, characterful and responsive in everything it does. It's not totally unchanged, granted, but still special.

If last month's five-star review of the new 414bhp Carrera S wasn't proof enough, take this one as a bankable certainty. We've now driven the car in right-hand-drive form on UK roads and in bottom-rung Carrera manual trim. And although it represents a bit of a departure for one of the world's longest-serving and biggest-selling sports cars, the new 911 remains one of the finest and most complete driver's cars on the planet.

Using the same 3.0-litre flat six as the Carrera S but with smaller turbos, the new entry-level Carrera is 0.2sec faster than its predecessor from

standing to 62mph, as well as 20bhp more powerful, 44lb ft torquier, 45kg lighter and 10% more fuel-efficient. And it revs to 7500rpm.

This, then, is turbocharging done sensitively, with a small 't', and it doesn't harm the 911's driver appeal in any serious or lasting way. Once that 3.0-litre motor is spinning, you really wouldn't know it was forced. Listen to the car from the kerb and you can hear some whistles and hisses, but from the driver's seat the delicious and inimitable flat six combustion howl is all you really perceive – albeit in more muffled, less spiky form than before.

Throttle response is as near pin-sharp as makes no difference. Performance can be poured on in luscious, fizzing doses through the mid-range in time-honoured 911 style, and although having 332lb ft available from less than 2000rpm gives the long-travel accelerator more authority in the higher gears, there's still real freedom for the crankshaft to spin well beyond 6500rpm. You don't quite get the dramatic

crescendo with which Porsche has spoilt us in the past, and there's just a hint of gathering breathlessness above 7000rpm, but there are old-fashioned, big-bore flat six fireworks here all the same.

The ride and handling have undergone a makeover, too. New-generation PASM adaptive dampers are now fitted as standard on both Carrera and Carrera S models, 19in

Performance can be poured on in luscious, fizzing doses through the mid-range



Carrera now has adaptive dampers as standard and rides in a tauter, flatter fashion



Even from the driver's seat, you can't really tell that the engine is turbocharged; the layout is driver-focused and quality oozes from the trim and build



Twin-turbocharged 3.0-litre flat six gives the Carrera plenty of strong low-end and mid-range shove, peaking at 332lb ft, but it also revs to 7500rpm



wheels are up to 11.5in in width at the rear axle and there are retuned main suspension springs, new rebound springs, new anti-roll bars and a nominal 10mm lower ride height than the old, passively damped Carrera.

The ride now feels tauter, flatter and more cleverly damped. Where old 911s would gently bob over their front axle when disturbed by a bump, the pre-facelift 991-generation 911

had a slight tendency to pogo over its rear wheels when deflected vertically. But this new one has much more responsive close body control. Its suspension handles sudden crests and dips all of a piece, with just enough amplitude over the driven axle to remind you where the engine sits.

The electric power steering is medium-weighted and expertly paced, adding directness gradually off-centre and filtering back just enough feedback to let you gauge the grip level under those lightly loaded front wheels. The handling is, if anything, crisper than before, and steady-state cornering balance is excellent, with the rearward weight bias continuing to give options for enlivening the car's attitude on a trailing throttle but never threatening to destabilise the car.

The other main update to the 911 is its new infotainment system, which looks much more sophisticated, responds much more quickly and cleverly and is easier to navigate than before. Apple CarPlay smartphone mirroring functionality has been

added, and inductive wireless phone charging is an option.

Overall, the entry-level 911 now has the real-world punch to go with a list of qualities that also includes excellent usability, poised and engaging handling, excellent cabin quality and up-to-date multimedia systems.

If we've got one issue with it, it's to do with the erosion of dynamic character. Just as it's said that West Highland terriers and Jack Russells have more 'dog' in them than dopier canines several times their size, so I've often thought that lesser 911s often have more '911' in them than others. Needing to be revved harder and handling according to softer and more exaggerated rear-engined type, they somehow deliver greater charm, driver engagement and authenticity than their more expensive siblings and even greater distinctiveness next to their rivals. For all its completeness, though, this new Carrera doesn't quite manage the same trick – although, in so many objective ways, it's a more competitive prospect than ever.

MATT SAUNDERS



Latest infotainment system works well



PORSCHE 911 CARRERA

A better bottom-rung 911 than there has yet been in all ways bar the dilution of some charm



Price	£76,412
Engine	6 cyls, 2981cc, twin-turbo, petrol
Power	365bhp at 6500rpm
Torque	332lb ft at 1700-5000rpm
Gearbox	7-spd manual
Kerb weight	1430kg
0-62mph	4.6sec
Top speed	183mph
Economy	34.0mpg (combined)
CO ₂ /tax band	190g/km, 33%



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system with
Bluetooth



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Yaris Icon 3 door 1.0 VVT-i Manual. Official Fuel Consumption Figures in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 65.7 (4.3). CO₂ Emissions 99g/km. The mpg & CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience. Model shown is Yaris Icon 3 door 1.0 VVT-i Manual at £12,745. Price excludes metallic paint at £495. Prices correct at time of going to press/print. *0% APR Representative available on new retail orders of Yaris (excluding Active Grade) when ordered between 1st October and 17th December 2015 and registered and financed through Toyota Financial Services by 31st March 2016 on a 42 month AccessToyota (PCP) plan with 0-32% deposit. *Payment shown is based on a 42 month AccessToyota contract with £979 customer deposit, £900

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Mercedes-Benz GLS 350d 4Matic

2.12.15, Austria Mercedes' large seven-seat luxury SUV receives a facelift and a new name

The Mercedes-Benz GLS is a facelifted version of the GL, which went on sale in the UK in 2012. The new GLS name aims to provide the big seven-seat SUV with some of the cachet associated with the S-Class. Along with the new name, the GLS receives a series of subtle exterior styling changes, including a new grille, a new front bumper, revised headlight graphics and new wheels. The revisions continue inside, where the GLS gets an upgraded dashboard, new instrument graphics and a new multi-function steering wheel.

The engine line-up includes both carry-over and upgraded petrol and diesel units. In selected markets, buyers will be able to choose between two petrol engines, but Mercedes-Benz UK is concentrating its sales efforts on the 3.0-litre V6 diesel GLS 350d 4Matic, driven here. You can specify the GLS with an upgraded Dynamic Select system that offers up to six driving modes, including Comfort, Slippery, Sport, Individual, Off-road and, in models

equipped with the off-road package, Off-Road Plus.

The GLS's spacious cabin has many of the features expected of a £70,000 SUV, but claims that it offers similar levels of interior luxury to the S-Class are quickly dissolved. Although the general quality is good, the centre console looks cheap, with an old-fashioned matt black plastic fascia and abundance of buttons, and the air-con controls can be found in any number of cheaper offerings.

Accommodation in the front is generous, with the broad seats offering firm support and a commanding view of the road. Space in the back is fine, although entering the third row of seats requires a good deal of gymnastic dexterity. With three rows of seats, there is 295 litres of luggage space, extending to 680 litres in two-row format and 2300 litres with just the front seats in place.

Mercedes' V6 diesel engine provides the GLS 350d with sprightly acceleration, a satisfyingly flexible delivery and, in combination with a new nine-speed automatic gearbox,

effortless cruising. The 255bhp and 457lb ft outputs are the same as those of the old GL350 CDI, but it remains terrifically refined in Comfort mode.

Switch to Sport and the engine becomes a little more audible. The new gearbox plays a part in improving overall performance and refinement, yet despite providing crisp and silken upshifts, it can prove recalcitrant on downshifts. Traction is never in doubt with the standard 4Matic four-wheel drive system. Mercedes claims a 0-62mph time of 7.8sec, which is pretty impressive given the 2455kg kerb weight.

The GLS delivers the same calm and reassuring dynamic qualities as its predecessor. With plentiful spring travel and the latest iteration of Mercedes' AirMatic air suspension, it is composed and smooth riding. Small-bump absorption at low speeds is particularly impressive, and it remains encouragingly stable over undulating roads. With an optional Active Curve System that employs hydraulic pumps on the roll bars, it also proves to be exceptionally

fleet-footed, remaining uncannily flat during hard cornering.

What the GLS lacks, though, is any real engagement and interaction. The steering is well weighted and loads up nicely as lateral forces build, but it fails to deliver any real communication or feedback.

With a starting price of £69,100, the GLS 350d is not cheap. However, few SUVs manage to provide the same level of roominess and versatility, or the ability to carry up to seven adults in such comfort. It may not deliver the sort of uniqueness and upmarket cachet as the Range Rover 3.0 TDV6, but it offers impressive performance and economy for such a large SUV. It is a more competitive proposition than the old GL, even though the mechanical fundamentals remain the same.

GREG KABLE

MERCEDES-BENZ GLS 350D

Short on interior finesse and driver engagement, but a refined, roomy and composed large SUV



Price	£69,100
Engine	V6, 2987cc, diesel
Power	255bhp at 3400rpm
Torque	457lb ft at 1600-2400rpm
0-62mph	7.8sec
Top speed	138mph
Gearbox	9-spd automatic
Kerb weight	2455kg
Economy	37.2mpg (combined)
CO ₂ /tax band	199g/km, 37%



Cabin is roomy and practical but is missing upmarket individuality; V6 diesel proves strong and, with the nine-speed auto, refined

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Urban 47.1–65.7 (6.0–4.3), Extra Urban 65.7–85.6 (4.3–3.3), Combined 57.6–76.3 (4.9–3.7) and CO₂ 114–96 (g/km).

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Lexus RX450h Premier

2.12.15, Portugal Fourth-generation hybrid SUV aims to address its predecessors' shortcomings

This is the new version of Lexus's RX, a luxury SUV that rivals the BMW X5 and Volvo XC90. It's a car that has proven popular thanks to its classic Lexus virtues of steadfast reliability and build quality, comfort and a clean hybrid powertrain. There have always been gripes with the RX, however. A relatively small boot meant it was never the most practical choice, nor was it particularly pleasing to drive. Many also found the hybrid version inefficient in real-world driving.

Most of the revisions for this fourth-generation RX focus on those issues. It's been lengthened and widened to offer more interior space, revamped aerodynamics and powertrain upgrades are said to boost economy, and a stiffer shell and revised suspension and steering aim to deliver keener handling. The styling has also been brought into line with Lexus's current offerings.

Power comes from a 3.5-litre petrol V6 that drives the front wheels through a continuously variable transmission. It's aided by an electric

motor, providing assistance and pure electric running, while an electrically powered back axle steps in mainly to offer four-wheel drive when needed.

It's not exactly a compelling powertrain, but at a gentle cruise it's a pleasant combination. The RX steps off the line briskly and feels pretty stout once moving. Electric and piston power is smartly blended, and the pure EV mode grants the RX a tranquil nature at lower speeds.

Inclines and hard acceleration do cause a typical CVT surge in revs, but the V6 sounds decent and you soon learn to modulate the throttle in a way that doesn't cause the engine to sit at 6000rpm. You can manually select 'gears', too, to get some engine braking and extra engagement.

The chassis revisions have sharpened the RX, with steering that's now weightier and more precise. This is still a 2210kg SUV, though, so on faster, more challenging roads the RX will squeal its tyres and roll eventually, but it'll remain safe and controllable. The ride is supple and relaxed, with

minimal suspension noise and jarring, while wind and road noise is negligible. This is a fine car in which to cover distances.

Inside, it's as luxurious as you'd expect. The seats are superbly comfortable and the cabin is spacious and airy. Everything is finished to a high standard, too. Grab a door handle, for example, and you'll find no harsh plastic edges, only soft leather and plush fabric-lined wells. In the back, there's decent room for passengers up to six feet tall. You can even seat three abreast, but there's less head room for the middle passenger due to the slightly higher seat. There's no transmission tunnel, though. Boot space isn't remarkable, due to the battery pack and rear axle assembly, but at 453 litres it betters the 446 litres offered before. It's still some way shy of the BMW X5's 650-litre boot, though.

In flagship Premium spec, the RX features adaptive cruise control, LED headlights, a heated steering wheel, dual-zone climate, ventilated and heated electric front seats, DAB,

a head-up display and a 360deg camera system. There's a raft of safety systems, too, including 10 airbags and lane keeping assist. A 12.3in media and nav system is also standard. It isn't the most intuitive to use, but it otherwise works well.

If you're looking for a relaxing and cosseting SUV, the RX is a fine choice. It has its flaws but should prove to be an affable car to own. Its efficiency credentials are yet to be proven, but it's worth bearing in mind that it represents very good value for money. A similarly specified diesel X5, for example, would set you back at least another £10,000. That's ample compensation for its shortcomings elsewhere, most of which would likely be moot points for many potential buyers.

LEWIS KINGSTON

LEXUS RX450H PREMIER

Impressively comfortable and refined, just as a Lexus should be, as well as good value for money



Price	£57,995
Engine	V6, 3456cc, petrol, plus two electric motors
Power	308bhp (combined output)
Torque	247lb ft (combined output)
Kerb weight	2210kg
Gearbox	CVT
0-62mph	7.7sec
Top speed	124mph
Economy	51.4mpg (combined)
CO2/tax band	127g/km, 20%



The cabin is spacious, airy and well finished, although the boot is small; the RX trades engagement for a supple and relaxed ride

STANG &

The new Ford Mustang is a more Europe-friendly car than any of its predecessors, but

PHOTOGRAPHY LUC LACEY



DELIVER

can it deliver on UK roads? Nic Cackett lines up a BMW M235i for it in the Peaks



There's a memorable episode of Alan Partridge where the eponymous radio show host becomes increasingly exasperated by a Liverpudlian named Tex (Terry) who gets his Dr Pepper from the cooler, man-worships John Wayne and calls his lone pick-up truck 'Convoy'. For the past half a century, buying a Ford Mustang in this country has come with the same Route 66 'he likes American things' whiff. Most people, I'm sure, will have filed the distant icon into the same ambivalent head space that includes baseball, bull riding and pumpkin pie.

For much of that time, Ford did little to counter the sentiment. Almost immediately, the original 'pony' car concept (an American descriptive fraught with peril) was reborn as the Capri – a significant success in its own right. The Mustang itself remained a million miles away, its status an apparent quirk of Hollywood, longevity and mountainous sales volumes. The model's limited re-emergence in recent years has hardly softened the ground, either. The previous generation, as decent as it was, hardly dispelled the notion that it remained too big, too thirsty and, yes, too unsophisticated for an Anglo-Saxon sensibility set permanently to wry.

Its 'over there' reputation has hardly been enhanced by the repeat experience of good-naturedly climbing into one only to find the pedals mounted 'over there' in the passenger's footwell. Fixing that, of course, like staging an NFL game at Wembley, is representative of the sixth generation's first mighty stride into wider buyer affection. The Mustang is global now, Limey – and it's got the independent rear suspension to prove it.

Precisely what that means is the reason why, in a fog so sumptuously

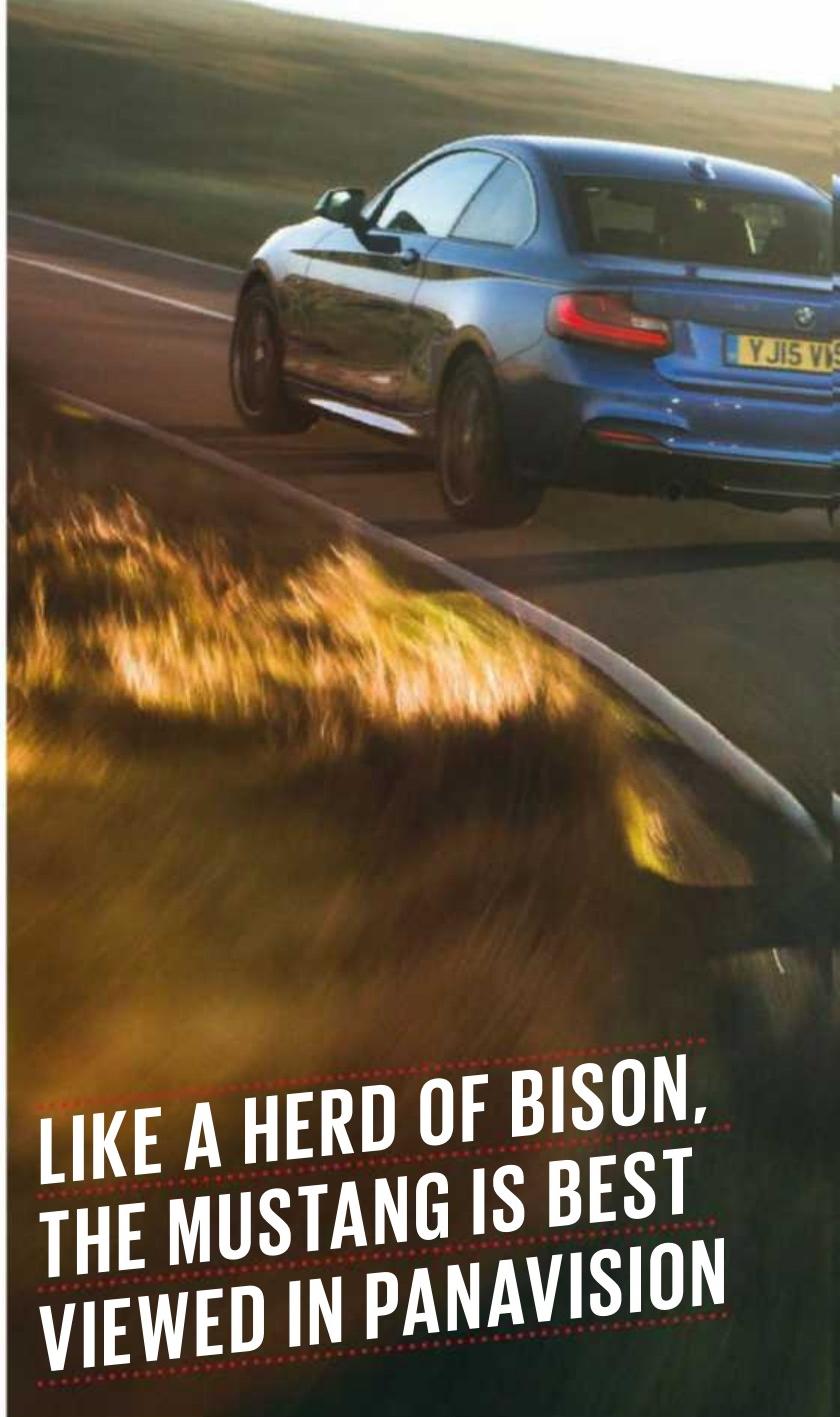


One on the grille and 415 more behind it

thick that even air traffic control has bent to its will, we've congregated on the eastern tip of the Peak District. Above the blanket of ashen cloud, the day gleams bright. Ford could hardly have laid on a better setting; like a herd of bison, the Mustang is best viewed in proper Panavision, and England's countryside doesn't get any more cinematic than this.

Even blemished by a German plate, the cherry red GT – a cabrio is coming, too – is a large personality to fit into a small gravel car park. Think Quentin Tarantino sitting at your nan's kitchen table. In the US, the fastback style is the blue-collar special – a coupé cheaply born of larger saloons. In Europe, its position is naturally occupied by hot hatches, so for direct rivals you have to get a little imaginative. Having banged our heads against the desk, the BMW M235i is the contender that fell out, a dinky, darling hatchback spin-off that stashes a stonking turbo-laced straight six beneath an unassuming two-door body as though it were a tea shop waitress serving methylated spirits. Predictably, it's a good foot shorter than the Ford and almost half a foot slimmer – a size difference that doesn't prevent it from being at least £2500 more expensive than the Mustang, should you choose the eight-speed auto version tested here.

Despite its 322bhp, the BMW is down on power, too, giving away almost 100bhp to the Ford. That's



**LIKE A HERD OF BISON,
THE MUSTANG IS BEST
VIEWED IN PANAVISION**



UK Mustangs will have the wheel on the right; finish is so-so



BMW's interior exudes cool, ordered quality

Mustang is fun and more physical; M235i feels agile and crisper



because this early, southpaw example comes with its last unicorn powertrain installed: a naturally aspirated big-capacity V8 pop-riveted to a very manual six-speed 'box. The 5.0-litre 'Coyote' unit gets Ford's Twin Independent Variable Cam Timing tech (Ti-VCT) and was originally intended to stick it to the equivalent Chevrolet Camaro and Dodge Charger in the US. In the UK, its 410bhp is easily the most power you can have for less than £40k.

Getting almost as much grunt as you would in an Aston Martin V8 Vantage for way less than half the price is, unequivocally, a good reason for Thanksgiving. However, a pre-meet sojourn in the M235i shows just how much car such a sum buys these days. The 2 Series may not cover the square footage like the Mustang, but from the driver's seat, that's like complaining that your jeans fit too well. The snugness, the smell, the nourishing thickness under finger and the workmanship of a modern BMW are all present and correct, yet

pleasantly understated by the lack of scale or show. Mostly, it's matt black plastic – and mostly, it's about as well finished as such a material could be.

It has taken nearly four hours to get from Surrey to the Burbage Bridge – slow death on the M25, followed by a bum-numbing trudge up the M1. That's more than enough time for the M235i to ooze big engine/little car charm all over my trainers. What a unit the N55 motor is: smooth and sonorous, delivering every ounce of the burly shove expected of a twin-scroll blower yet, mechanically, hardly feeling inhibited at all by its presence, revving to 7000rpm with free-throated and blurry finesse whenever the yellow ticket of average speed cameras permits.

Twinned with the quick-witted £1685 eight-speed auto, the model's default operating speed is an effortless sort of brisk. And thanks to the £515 adaptive M Sport suspension beneath, it requires little obvious compromise in comfort, either, riding with a reassuring, ➤

business-like composure that belies the short length of its wheelbase.

Alongside the Mustang, in the sunlight, the body retracts almost to the point of stubbornness, the bodywork somehow conspiring to reduce its 18in alloy wheels to roller-skate wheels. Subjectively, however, the Ford is not vastly bigger inside. Nor does it fill out its price tag quite so well, with some of the switches – most noticeably the drive mode select toggles – perilously close to the standard expected of a half-decent bread maker. The prevalent theme, though, is unmistakable: the double-barrelled dashboard, the dominant centre stack and prominent vents, the upright, overbearing stance of the thing – as if its Mustang lineage alone were strong enough to pull at a baby boomer's heart strings from 50 paces.

That notion hardens like

animal fat in the arteries upon driving. Although its evolutionary improvements are notable, they're ultimately as game changing as a slightly more upward gait in a Neanderthal's stride. It remains a bearable, big-skinned and bulldozing thing, entirely idiosyncratic and roguishly charming. Compared with the M235i, you sit high, and if you remain still, you'll still feel the very gentle jostle of the big lump turning. That probably wouldn't feel right in the BMW, but the faraway tingle of oscillation is utterly becoming in Ford's throwback.

Even in a wide open space as expansive as moorland, there's still a tendency to tease the Mustang about as though it were an irascible shire horse. Partly this is a product of its size, its tendency to pitch and dive heightening an appreciation of that.



LEAVING ROUNDABOUTS ASKEW IS ALL PART OF THE FUN IN A MUSTANG





Mustang gives you 5.0 litres of atmo V8



BMW's 3.0 turbo six-pot has 88bhp less

Partly it is indicative of the low-speed ride, which, on roads repeatedly subjected to weather much worse than visible moisture, has the jiggly consistency of a cheap mattress.

Mercifully, mostly thanks to the new integral link beavering away more consistently and cleverly at the back and a fat wedge of extra rigidity all over, there's no longer the flagrant rise and fall of apparently unchecked suspension travel. So although the Mustang isn't exactly smooth, it doesn't seem unrefined or rudimentary. Certainly, it cannot ape the dexterity of the M235i, but at speed the Ford has a way of distancing itself from the road surface – both physically, in the sense that the ground clearance seems adequate to see you to the other side of a football field, and philosophically, as if paying too

much mind to your own contentment would be unmannerly and pointless.

Quite probably, this latter effect has less to do with the new springs and dampers and much more to do with the palpitating aftershock of physical connection to the quad-cam motor through the gearlever and pedals. This analogue coupling of limb and crankshaft is an association lost on the auto-wand BMW, which piles its short ratios unnaturally close together in a disappointing manual mode – although, frankly, anything short of a three-pedal Aston Martin falters against the working memory of Ford's ebullient V8.

Happily – essentially, even – the V8 is everything you could want it to be: quick to rev, casually bountiful low down and throatily gung-ho near its own 7000rpm limit. Compared with BMW's blown straight six or

even Audi's comparable naturally aspirated eight-pot, the Ford unit has many more rougher edges, yet this often feels like the bristly gristle of character rather than a functional deficiency. It hardly hurts, either, that clutch and gearlever are both ponderously heavy to operate, upshifts thus becoming a full-body workout that starts at the face, cheeks contorted into that special expression of joy that men typically reserve for lusty combustion engines and long guitar solos.

The engine's unbroken residency in the spotlight is often balanced with the backstage behaviour of the rear axle, which, should you allow yourself to become undisciplined with the wah-wah pedal in the wet, comes with a congenital unruliness bordering on the slapstick. The Mustang, of course, is sold with ➔



← multi-mode traction control and has it turned on by default, but its management of the V8's torque surplus is permissive to say the least. This, it seems to me, is a good thing, though. Who wants a Mustang with a completely tacked-down back end? Leaving junctions and roundabouts askew is all part of the fun, and although the GT attains attitude quickly, it generally doesn't do so without a sense of progressiveness.

All of this only amplifies the car's engaging, 'hands on' dynamic identity. Up to around two-thirds of its potential, all the effort seems like a labour of love, the nonchalant hack of the BMW replaced with a flinty, thick-skinned hoariness – the balled-up spiritual composite of a cast-iron griddle, a bearskin, a Black & Decker Workmate, a blasting cap and a well-used thunder machine. Gamely try to get this hotchpotch moving at terminal velocity, though, and the Mustang's 1720kg kerb weight, occasional ungainliness and touch-feely steering come back to haunt it. The M235i has its own modest issues with body movement over B-roads, but the bedraggled Ford renders them barely noticeable, making the BMW seem elfin, tenacious, crisply rear-driven and highly meticulous, its sinewy steering and superior lateral grip offering the potency that tends to go missing in the Mustang when you're doing your damnedest.

As I chew over this shortfall, the sun's spectacular slow arc into the lingering mist causes a logjam on the Peaks' normally quiet roads. It is a light show worthy of the Rapture, not a car shoot, and although we parade up and down in front of it at photographer Luc's request, we soon give up and join the iPhone-toting masses on the brow of the nearest hill to marvel at the finale.

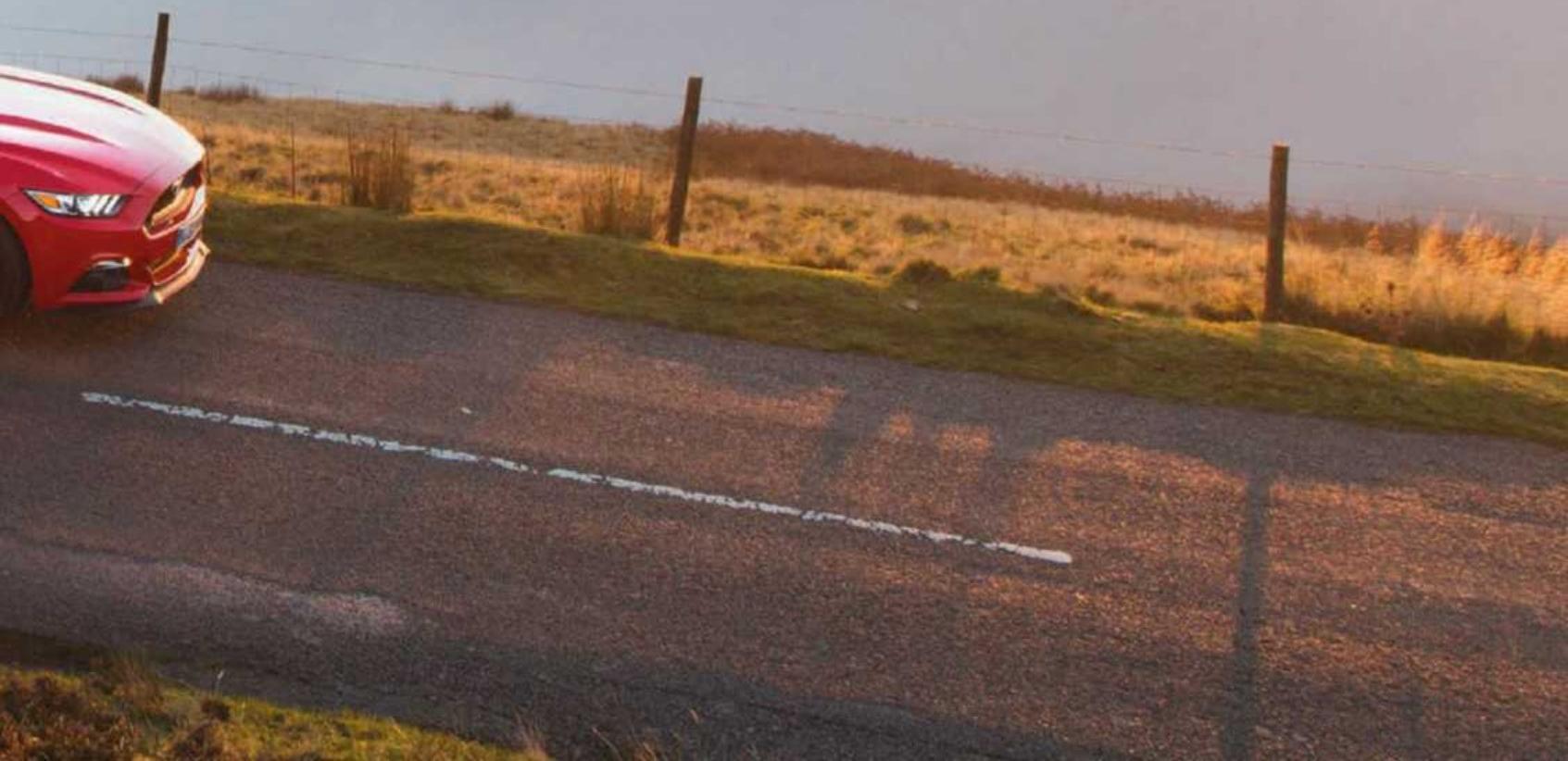
As it has done all day, the dramatic backdrop plays entirely into the Mustang's wheelarches. It's impossible under these conditions to imagine driving the more subtle M235i into the denouement. Only the big Ford – imperfect, unsubtle, unapologetic and absorbing – would ever make the right exit. Detached from a big, pretty sky and national park reverie, however, the car makes manifestly less sense; the running costs would make an oil-field heiress wince and it straddles most British driveways like a killer whale stranded on a toilet cistern. But, in a similar vein to taco hats, cherry bombs and Super Big Gulp, the Mustang has an uncomplicated and admirable way of keeping the fun front and centre. So although it makes for a much less rounded offering than the M235i, it complements something like an electric BMW i3 almost perfectly. And what could be more gratifyingly American than both having your cake and eating it? □

1 Ford Mustang 5.0 V8 GT

2 BMW M235i auto

Price	£33,995	£35,505
0-62mph	4.8sec	4.8sec
Top speed	155mph (limited)	155mph (limited)
Economy	20.9mpg (combined)	37.2mpg (combined)
CO₂ emissions	299g/km	176g/km
Kerb weight	1720kg	1545kg
Engine layout	V8, 4951cc, petrol	6 cyls in line, 2979cc, turbo, petrol
Installation	Front, longitudinal, RWD	Front, longitudinal, RWD
Power	410bhp at 6500rpm	322bhp at 5800rpm
Torque	391lb ft at 4250rpm	332lb ft at 1300-4500rpm
Power to weight	238bhp per tonne	208bhp per tonne
Specific output	84bhp per litre	108bhp per litre
Compression ratio	11.0:1	10.2:1
Gearbox	6-spd manual	8-spd automatic
Length	4784mm	4454mm
Width	1916mm	1774mm
Height	1381mm	1408mm
Wheelbase	2720mm	2690mm
Fuel tank	61 litres	52 litres
Range	280 miles	426 miles
Boot	408 litres	390 litres
Front suspension	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar
Rear suspension	Integral-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar
Brakes	380mm ventilated discs (f), 330mm discs (r)	Ventilated discs (f&r)
Wheels	19in	18in
Tyres	255/40 R19 (f), 275/40 R19 (r)	225/40 R18 (f), 245/35 R18 (r)





NOW YOU'RE TORQUING

Packing close to 500bhp and 538lb ft, the petrol-electric Peugeot 308 R Hybrid could herald an exciting new chapter for hot hatches. **Matt Saunders** drives it in prototype form

PHOTOGRAPHY STAN PAPIOR



Plug-in hybrid powertrain technology is flooding into the performance car market as all advanced technologies tend to: from the top down.

It has transformed the modern hypercar into something we wouldn't have recognised 20 years ago, and has left a big impression on the sports car scene in the outlandish shape of the BMW i8. And while the lukewarm Volkswagen Golf GTE has already given it an outing of a sort among hot hatches, its debut is nothing compared with what Peugeot is plotting: a 500bhp, four-wheel-drive mega-hatch capable of acceleration and responsiveness unmatched in the class.

So can the 308 R Hybrid be to the 308 GTi what the Porsche 918 Spyder was to the Carrera GT: an utterly transformative step-change? There are certainly as many technical similarities to be drawn with the 918 as there are to the likes of the Audi RS3 and new Ford Focus RS.

The R Hybrid draws its primary motive power from Peugeot Sport's 266bhp 1.6-litre turbo four, but it also carries 200kg of ballast in the form of a 113bhp, 148lb ft electric motor for each axle and a 3kWh lithium ion battery. Unlike in other performance hybrids, the 308's front electric motor drives straight into the Torsen limited-slip front differential,

bypassing Peugeot's six-speed automated manual gearbox entirely. Both front and rear electric motors transfer their power via single-speed reduction gearing.

The 308 GTi's suspension has had the kind of fettling you'd expect in order to cope with all that grunt (a combined 493bhp and 538lb ft, if you can believe it). So the R Hybrid's axle tracks are 80mm wider than the GTi's, while its front suspension has been entirely redesigned, with new struts, mounting points and wheel angles employed. Its springs, dampers and anti-roll bars have all been beefed up and it runs on wider 19in alloy wheels than the GTi,

with Michelin Pilot Sport 2 tyres. Interestingly, Peugeot's torsion beam rear suspension survives the transition, with Peugeot Sport's engineers claiming it has the rigidity and sophistication to cope with the longitudinal as well as the lateral forces in its new job description.

To the burning question, then: what does 500bhp feel like in something the size of a fairly ordinary family five-door? Much as it's a professional failure for an Autocar road tester, I have to admit that I can't tell you. Because the 308 R Hybrid actually only develops that much urge in very specific circumstances: as it stands (and →



The 308 R Hybrid looks pretty ordinary inside, but the performance is anything but





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You're shunted forwards on a titanic wave of torque

in unfinished prototype form, it must be noted), only in launch control mode. And launch control was off the menu during our brief test drive.

In the car's other driving modes – ZEV electric-only running, Hybrid and Hybrid Sports – it delivers a peak of around 400bhp and just over 400lb ft – outputs that the high-voltage electrical system can sustain for flat-out bursts of about five laps on circuit, or more unconditionally during less demanding road driving. Ask for more than 400bhp for much more than the length of a couple of typical straights and you soon have a very hot, very depleted lithium ion battery to nurse back into condition.

So the 308 R Hybrid is only a 500bhp car in a slightly restricted and occasional sense. That's the bad news. The better news is that, even with a piffling 400bhp, it feels like an indecently rapid thing. Flat out, it's just about fast enough to outsprint its rivals from Quattro GmbH and Mercedes-AMG up to about 100mph – after which point those electric motors really do become ballast, the ECU ramping down their outputs in order to give the battery an easier life.

But, and as usual with electrified cars, it's not the outright power or performance that takes your

breath away, but its flexibility and immediacy. You can leave the car in a high gear at a prevailing 50mph or so, flatten the accelerator and instantly – with no more than 2000rpm showing on the tacho – be shunted forwards on a titanic wave of AC-synchronous torque. Peugeot's claim is that the car will go from 50-80mph in top in just 3.1sec; an RS3 takes about three times as long, according to our figures. Sounds ludicrous, but it's entirely believable from behind the wheel and could make this one of the most muscular performance cars of its kind.

It's equally clear when driving the 308 R Hybrid that its powertrain has its limitations. The first and main one we've already touched upon, but added to the car's fleeting delivery of its full 493bhp, there's the transmission. PSA's automated manual gearbox was chosen on the grounds, I suspect, that it's cheap and relatively light. Ostensibly it's the same gearbox that the 308 GTi uses, but with electronic actuators rather than a normal clutch and gearlever. To be frank, the technology wasn't good enough for PSA's current line-up of Hybrid4 models, and it certainly isn't up to this application.

It shifts gears slowly and in a

slurred and often clumsy fashion. Peugeot's excuse is that the car's electric motors can cover for the failing, filtering instant torque into the power delivery and filling up the empty spaces that the transmission leaves. The rationale washes up to a point, since straight-line acceleration is ultimately smooth enough as well as very fierce. But you're still aware of the crudity of the gearbox. More often it's when cornering, when the combustive half of the propulsion system suddenly and unexpectedly engages through the Torsen diff while you're accelerating through a corner and can cause an entirely unprompted change in the car's line.

Otherwise, the handling is very good. Those firmer springs, wider tracks and sticky tyres make for huge grip and bring weight and feel to the 308's steering – which has always felt over-assisted in other applications. Body control is good, handling balance likewise, and the car may end up being even better dynamically when Peugeot Sport tweaks the electric motor controllers to feed more torque to the rear when positive steering angle is in the mix.

The car has huge promise as a super-rarified addition to the hot hatch ranks. Whether it will make

production, and at what price, are decisions still to be made by the senior management. But it seems to me that, having taken the car this far and demonstrated its enormous and intriguing potential, the firm has a duty to see the project through.

It strikes me that there would be customers for this car, even at the £50,000 price the firm is looking at – save for a few provisos. Firstly, the gearbox must go. If it's to stand a chance, the 308 R Hybrid has to feel like the most technologically sophisticated five-door the world has yet known. Secondly, that full 493bhp has to be made more accessible – if only for a few seconds at a time, as part of a 'boost' function that can regenerate every few minutes. Because 493bhp is in no small part what people will be paying for.

And thirdly, the car should be developed from here on out as a performance road car, with a handling and ride compromise to suit that role. The car's hybrid powertrain would be much better suited to the give-and-take demands of fast road driving than flat-out track work – and if customers understand what the car's good at before getting their money out, they're likely to be much more satisfied with their purchase. **A**



Prototype showed impressive speed despite being limited to 'just' 400bhp and 400lb ft

PEUGEOT 308 R HYBRID

On sale	na
Price	£50,000 (est)
Engine	4 cyls, 1598cc, turbo, petrol, plus two electric motors
Power	493bhp at 6000rpm
Torque	538lb ft at 1900-5500rpm
Gearbox	6-spd automated manual
Kerb weight	1550kg
Top speed	155mph (limited)
0-62mph	4.0sec
Economy	94.1mpg (combined)
CO ₂ /tax band	70g/km, 9%

2015 THE ROAD TEST YEAR

From Audi to Zenos, our road testing triumvirate looks back at 12 months behind the wheel of the hottest new models in motoring



JANUARY-APRIL Matt Prior

We always discover something useful when we take a car to a test track, but when we brake-tested the Suzuki Celerio at the start of the year we found out rather more than even we expected.

The Celerio, in some markets, has a link attached to the brake pedal that's meant to save your ankles in a front impact. It's a piece of metal that detaches from its mounting if a significant force is applied through it – say, the bulkhead starting to deform. After it pings loose, the pedal drops to the floor and doesn't trap your legs. All fine, except that in our hands the link detached and the pedal fell to the floor after we pushed the pedal hard during a brake test. Harder than most people will press the brakes on the road, granted, but not harder

than you might push during an emergency stop, at which point the Celerio lost all stopping power. Ah.

We pulled the car to a halt using the gears and handbrake and promptly told Suzuki, which sent us another Celerio to try, and the same thing happened again. This was the day before the UK customer launch, and to Suzuki's credit it did what it needed to do: it stopped customer deliveries, called cars back from dealerships and set about replicating the problem itself. Within 24 hours it had done so, realising the decoupling link was too weak and setting about designing a replacement. Just 10 days later we were back at Millbrook Proving Ground with an updated Celerio. Suzuki's engineers had redesigned the link and were making it ready for production, telling us they were "lucky" the problem had occurred in our →

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Continental GT3-R



FASTEST DRY HANDLING
CIRCUIT LAP TIME

1min 09.9sec

Porsche 911 GT3 RS

FASTEST WET HANDLING
CIRCUIT LAP TIME

1min 14.6sec

Audi RS3 Sportback

ROAD TESTS IN 2015 AND RATINGS



We pushed the brake pedal hard and the Celerio lost all stopping power

Matt Prior



FASTEST 0-60MPH

3.4sec, Porsche 911 GT3 RS

SLOWEST 0-60MPH

14.5sec, Renault Kadjar



BEST TESTECONOMY

58.5mpg, Ford Focus 1.5 TDCi

WORST TESTECONOMY

18.8mpg, Range Rover Sport SVR

MOST TOWING CAPACITY

3000kg, Range Rover Sport SVR



HEAVIEST

2333kg, Range Rover Sport SVR

LIGHTEST

835kg, Suzuki Celerio

LOWEST

1130mm, Zenos E10S

LONGEST

5238mm, BMW 730Ld

SMALLEST ENGINE

898cc, Smart Fortwo



LARGEST ENGINE

5000cc, Range Rover Sport SVR

**MOST TORQUE
553lb ft**

BMW X5 M



7 JANUARY



HYUNDAI
i20 1.4



14 JANUARY



FORD
MONDEO 2.0 TDCI



21 JANUARY



SKODA
FABIA 1.2 TSI



28 JANUARY



FORD
FOCUS 1.5 TDCI 120



4 FEBRUARY



VOLKSWAGEN
PASSAT 2.0 TDI



11 FEBRUARY



PEUGEOT
208 GTI 30TH



18 FEBRUARY



LEXUS
RC F



25 FEBRUARY



INFINITI
Q70 2.2D



4 MARCH



SMART
FORTWO TCe 90



11 MARCH



NISSAN
JUKE NISMO RS





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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.

The sporting talent rolled in like Hollywood A-listers tumbling out of a clown car

Matt Saunders

We hitched a lift with drifting maestro Ken Block at Silverstone



Ariel Nomad (left) and Cayman GT4 were five-star cars

hands rather than those of a customer. It was a problem they were quick to acknowledge and just as quick to rectify, and it's an attitude towards corporate responsibility that looks all the more poignant at the end of the year.

Another group of Japanese engineers with whom it was easy to be impressed were those who presented us with the Mazda MX-5. You suspect they could have spent several days telling us about what they've done to Mazda's reborn roadster – how the headlights are so tiny that the front overhang can be the shortest of any production car and that, yes, bigger headlights could have been prettier, but that would have made the car heavier and, in 1.5-litre form, it weighs only 1000kg. That the gearshift drops home after a certain point to make it feel like it's helping you change gear. That this is the purest MX-5 since the very first one.

Eventually they just told us to go and drive it and see what we thought. Little short of brilliant is how we found it, with a purity, agility and balance rarely found in a sports car these days.

You expect a certain standard from Mazda, but from a start-up company it's harder to know what to expect. In March we tested the production Zenos E10, a Norfolk-built two-seater built by people with decades of experience in the specialist car

business. To give it a particularly hard time, we put it up against a Caterham and it acquitted itself admirably. Ultimately, dear reader, we report to you, not the car business, but as lovers of cars it's gratifying to see someone get a small sports car right when so many don't. Zenos is now on course to make 120 cars next year.

Actually, for some of the coldest months of the year, we tested rather a lot of sports cars during the early part of 2015. Lexus's RC F wasn't found too wanting against a BMW M4 and Audi RS5, we were fairly blown away by Radical's RXC500 and, praise be, we got behind the wheel of the Cayman GT4, a car Porsche had long resisted making, not quite trusting the demand would be there. But demand there was, in spades, and that could tempt Porsche into other, similar projects. Let's hope so.

MAY-AUGUST Matt Saunders

The diary went sports car mad as the spring months gave way to summer. It's an annual phenomenon, and for understandable reasons. If you were a car boss launching something truly block-busting – with cut slicks, a roll cage and enough power to out-accelerate an Airbus A380 – you'd probably choose the drier, warmer



Zenos hit the ground running with the impressive E10

months of the year in which to do it. And yet this year the sporting talent rolled in like Hollywood A-listers tumbling out of a Morris Minor clown car. The first four months of the year had already given us a handful of sporting first drives; the next four would bring us preliminary reviews on the Lamborghini Aventador SV, Ferrari 488 GTB, Porsche 911 GT3 RS, Audi R8, McLaren 675LT, Aston Martin Vantage GT12, Lotus Evora 400, Porsche Boxster Spyder and even the Koenigsegg One:1. Muggins here was fortunate enough to be →

18 MARCH	25 MARCH	1 APRIL	8 APRIL	15 APRIL	22 APRIL	29 APRIL	6 MAY	13 MAY	20 MAY
LAND ROVER DISCOVERY SPORT	SUZUKI CELERIO	BMW 220D CONVERTIBLE	KIA SORENTO 2.2 CRDI	RANGE ROVER SPORT SVR	MAZDA 2.15	SUZUKI VITARA	VAUXHALL CORSA VXR	BMW X5 M	VOLKSWAGEN GOLF GTE
★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★



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Official fuel consumption in mpg (litres/100km) for the ŠKODA Octavia Range: Urban 33.6 (8.4) to 72.4 (3.9), Extra Urban 51.4 (5.5) to 88.3 (3.2), Combined 43.5 (6.5) to 80.7 (3.5). CO₂ emissions for the ŠKODA Octavia Range: 147 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.

Care about how your compact executive saloon handles? You'll want the Jag

Matt Saunders

first behind the wheel of... well, none of them, now I think of it. But I did have the onerous task of spending two glorious days in the company of the 675LT and 911 GT3 RS, hammering between the Midlands and the spectacular North Yorkshire Moors in cars whose driver appeal was each equally distinct and spectacular. If Luc Lacey's dawn photograph of the pair on a slipway in Whitby isn't among this year's snaps of the year (p128), a steward's enquiry is in order.

Deciding which of those stellar cars appealed the most was the hardest call I had to make this year – and I'm still not sure I got it right. On the day, for me, the Longtail edged it as the superior fast road car. But having since voted the GT3 RS as my favourite runner in our Handling Day field (in the absence of the McLaren, admittedly), I'm no more reassured now than I was then. Ask me to name the best driver's car of the year today and I genuinely couldn't choose between them.

Another big comparison hitting the shelves was our test of the Jaguar XE S and facelifted BMW 340i. This one had the flavour of a world exclusive about it, having been done in the same week that BMW launched the revised 3 Series. It was a crucial verdict for both brands involved, as well as for thousands of UK drivers waiting on dependable confirmation of the Jaguar's dynamic superiority – and it would reverberate for a while. And rather than being even remotely difficult, it was utterly plain. Care most about how your compact executive saloon handles? You'll want the Jag. Simple.

Among the cars going through the road test mill over the summer, the obvious five-star quality stands out; the Ariel Nomad and the GT3 RS got perfect scores, both being as near as damn it perfect on fitness for intended purpose. But beyond them, two cars stick in the memory. The new Volvo XC90 was a welcome return to form for its maker, offering great design and innovative usability while giving SUV buyers a really credible alternative to the usual suspects. The Mazda CX-3, meanwhile, was a noteworthy disappointment. We road tested it in diesel form alongside a petrol-powered sister car, and I can't remember another occasion when one version of a new car was so plainly inferior to drive than another.

Elsewhere in the summer months' issues, we drove Lamborghini's first ever GT3 race car, went drifting with Ken Block, celebrated Alpina's 50th anniversary, drove an Aston Martin at the Britcar 24hr race and even a Land Rover Defender through the Atlantic (a bit). We also crowned Wolfgang Hatz as Autocar's Man of the Year – a man who would subsequently be suspended from his post as Volkswagen Group engine supremo in the wake of the emissions scandal. Having

911 GT3 RS or 675LT?
No, Matt Saunders
couldn't decide, either



Wolfgang Hatz (far left)
still gets our vote; we
drove Lambo's GT3 car

had a guiding hand in the development of BMW Motorsport's E30 M3 racing and production engines, Quattro GmbH's 4.2-litre V8 and 5.2-litre V12 and Porsche's incredible 918 Spyder powerplant, Wolfgang will always be all right in our book.

SEPTEMBER-DECEMBER

Nic Cackett

The fallout created by the Volkswagen emissions scandal – to give it its tabloid name – has been so extensive that it hardly seems credible that events only began to unfold in September. Unseasonably warm weather went hand in hand with revelations that the firm had wilfully sought to manoeuvre much of its line-up around the trickier bits of the US Clean Air Act. Don't expect Wolfsburg to have tied a bow on the issue by Christmas – this year or next. As BP found in the Gulf of Mexico, the US is all too keen to make European firms pay for their mistakes, and the ultimate cost of affordably fettling its software code will be felt by VW for years.



All-new Jag XE got the nod over a facelifted 3 Series

Still, in a company as big as VW, there's always good news to be found somewhere, and in our small corner of the world, that came in the shape of the Porsche Cayman GT4 – a car overburdened with expectation yet stuffed with more than enough talent to meet it head on. The thing was a revelation at MIRA, bewitching on the Fosse Way and about as richly deserving of five stars as any car before it. Surpassing it in build-up fuss was the new Mazda MX-5, a car teased in tortuous episodic phases before finally landing with a bang. It, too, →

27 MAY	3 JUNE	10 JUNE	17 JUNE	24 JUNE	1 JULY	8 JULY	15 JULY	22 JULY	29 JULY
BMW 116d ED	MERCEDES-AMG C63	AUDI RS3 SPORTBACK	VOLVO XC90 D5	ARIEL NOMAD	JAGUAR XE 2.0T	BENTLEY CONTINENTAL GT3-R	VAUXHALL VIVA	MAZDA CX-3 1.5D	MERCEDES-AMG GT S
★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★

McLaren's epic 570S deserved better than the aftermath of a hurricane

Nic Cackett

→ was almost everything we wanted it to be: light, lithesome, affordable and seriously good fun.

It bestrode our Junior Handling Day shootout like a colossus, slower than a heap of hot hatches but their superior nevertheless. Its victory meant qualification for the Handling Day proper, a three-day extravaganza that took in both Snetterton and the Buttertubs Pass before we could pronounce a verdict. It was a measure of the field's quality that the Cayman GT4 – a pre-event favourite for victory – never even made it to the showdown in the Dales. Instead, it was the best of British, German and Italian on the final day for a three-way dust-up that lasted until the light died. If there was a better afternoon spent in 2015, I wasn't there to see it.

A week later, things moved into outright fantasy with the premier of Spectre, James Bond's latest outing. The memory of 007 slumming it in Z3s and Mondeos was put to bed with the Aston Martin DB10, a handcrafted hint at what the brand's real-world models will in time look like. Spectacular, in a word, although it was the henchman who got to drive the Jaguar C-X75 (only about a year or so after Saunders had had a go in it, pointedly describing the still-not-to-be supercar as "brilliant"). You can read what we think of the DB10 on p100.

As October passed, the fair weather went with it, meaning our last big group test of the year took place in appalling conditions. The new Audi R8 and McLaren's epic 570S deserved better than the aftermath of a hurricane, but both stood out in Wales – one for being not quite as good as



Hardcore sports cars kicked up a storm in Wales

its predecessor, the other for being the best car Woking has turned out since, well, the 675LT a few months earlier. If McLaren continues its run, 2016 should be some year. The outgoing 911 Turbo was also present – this being the final time the name signalled a technical difference from the Carrera range at large. The eventual death of the air-chewing flat six will be a cap-off moment when it comes; thank God I'll always have the Peak District and the four hours I spent strapped to a blood orange masterpiece to remember it by. □



ITS

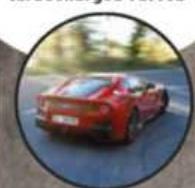
OUR IDEAL CAR IN 2015

What would Autocar's fantasy five-star car look like? Our testers pick their best bits



Engine

Ferrari 488 GTB. Because Ferrari has managed, at a stroke, what McLaren has yet to quite perfect: outstanding response, huge torque, stirring noise and a building power delivery from a downsized turbocharged V8. NC



Steering

Lotus Evora 400. Superbly tactile and communicative, wonderfully weighted, positive and balanced on lock. MS

Ariel Nomad. Only a lightly loaded, unassisted front end can feed back this purely. MP

Noise

Easy: the Lamborghini Aventador SV. Loud, raw, violent and unadulterated. Half V12, half angry chainsaw. MS

It's the Ferrari F12tdf, whose naturally aspirated V12 sounds like a Formula 1 car ought to. MP

Brakes

Ariel Nomad. Not hugely powerful, not backed up by anti-lock. So what? They make you want to be a better driver. Pedal is brilliantly feelsome and exactly where it needs to be for heel-and-toe downshifts. The rest is up to you. MS



HONDA
CIVIC TYPE R
★★★★★



AUDI
Q7 3.0 TDI QUATTRO
★★★★★



PORSCHE
911 GT3 RS
★★★★★



FORD
S-MAX 2.0 TDCI 150
★★★★★



MAZDA
MX-5 1.5
★★★★★



SKODA
SUPERB ESTATE
★★★★★



HONDA
HR-V 1.6 i-DTEC
★★★★★



PORSCHE
CAYMAN GT4
★★★★★



VAUXHALL
ASTRA 1.6 CTDI
★★★★★

ZENOS
E10 S
★★★★★

Driving environment

Porsche Cayman GT4: controls and instruments that matter precisely where you want them; everything perfectly readable, usable and proportioned just so; brilliant seats and no room for flim-flam. **MS**

Aero

Porsche 911 GT3 RS. Love the deformable splitter, the front wheel arch vents and the huge wing. **MS**

The Radical RXC500 might as well be a real racing car. It generates incredible levels of grip. **MP**

Suspension

The Ariel Nomad's ability to brush aside surface imperfections is on another level to everything else we've driven this year. That it also has the ability to entertain like the best of supercars makes it a winner all day long in my book. **MP**

Transmission

Mazda MX-5: sublime manual shift quality, short and stubby of action and mechanically detailed with it. No excuses: if it's really too hard or too expensive to engineer a great manual 'box in 2015, how come Mazda can do one on a £20k car? **MS**



14 OCTOBER
BMW X1 xDrive20d
★★★★★



21 OCTOBER
RENAULT KADJAR dCi 110
★★★★★



28 OCTOBER
JEEP RENEGADE
★★★★★



4 NOVEMBER
AUDI A4 2.0 TDI
★★★★★



11 NOVEMBER
MERCEDES-BENZ CLA SHOOTING BRAKE
★★★★★



18 NOVEMBER
BMW 730d
★★★★★



25 NOVEMBER
MINI CLUBMAN COOPER D
★★★★★



2 DECEMBER
JAGUAR XF 2.0D
★★★★★



9/16 DECEMBER
ASTON MARTIN DB10
★★★★★

**STILL TO COME
IN 2015**
VOLKSWAGEN
CARAVELLE
(23 DECEMBER),
AUDI R8 (30
DECEMBER)

2015 A VINTAGE YEAR FOR THE CAR

Has there ever been a year as busy, exciting and controversial as 2015 has been for the car industry? **Steve Cropley** reviews the highlights

ONLY WHEN YOU get a chance to look back carefully at what the motor industry achieved in 2015 does it become clear what a truly remarkable year we've just had. By March 2015, in a stellar couple of months that included the greatest Geneva motor show of all time, we had seen a new SUV from Rolls-Royce and a new Aston Martin-chasing supercar concept from Bentley. Not to mention a McLaren for the Porsche 911 market, the return of the Ford Focus RS and the Jaguar F-Pace SUV, a cert to become the best-selling Jag in history.

Through the year, the breakneck news pace never slowed. We had an Alfa Romeo revival, more Hondas than you could count, the rebirth of the Mazda rotary sports car and 100 other events just as important. Then late in the year we watched, amazed, as Volkswagen trashed its own reputation – in a way no onlooker could ever have predicted.

However, in this all-too-brief summary, we major on the positives, knowing much more big news is coming. The extraordinary events of 2015 were born in the middle of the 2008-2011 financial crisis because, even in hard times, the motor industry only knows how to go forward. As a matter of fact, it has already selected first gear to drive into 2016 and is about to drop the clutch.



WINNERS

Makers of three-cylinder petrol engines (BMW, Ford, Mini, PSA Peugeot Citroën, Toyota, Renault, Vauxhall) that have brought true refinement to cheap cars.

Honda UK, which launched lots of new products (CR-V, Civic, Civic Type R, HR-V, Jazz and NSX) and reversed a disastrous sales trend.

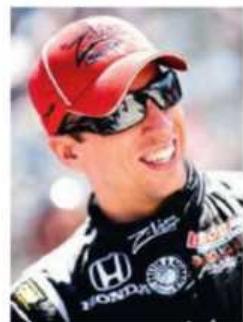
Sellers of electric cars: demand for their products has quadrupled (from a pretty low figure).



GREAT LIVES LOST

JUSTIN WILSON,
racing driver

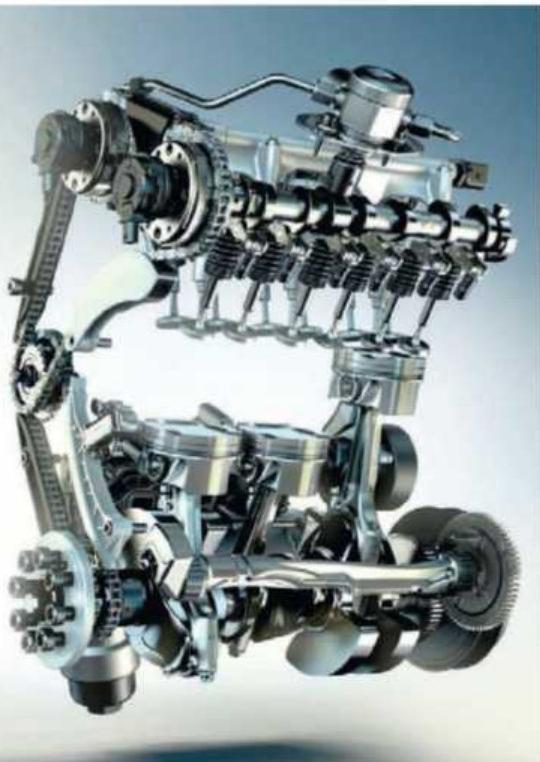
A former Jaguar F1 driver, Sheffield-born Wilson, 38, died after being hit by detached bodywork from another car in an IndyCar race at Pocono Raceway in Pennsylvania. He was a friend of Autocar, much admired for his friendliness and 'normality' as well as his driving ability.





Jaguar, for a stellar year that attacked lingering concerns about profitability with the introduction of the XE and a revised XF and the imminent arrival of the F-Pace.

Suzuki, and especially its new Celerio, which started the year with catastrophic brake failure during Autocar testing and ended it by winning one of our long-term test car awards (p136).



LORD MONTAGU, founder, National Motor Museum
Edward Douglas-Scott-Montagu, 89, the third Baron Montagu of Beaulieu, founded the car collection in the 1950s that grew into the National Motor Museum and became a lifelong advocate of cars and the motor industry.



What they said: "A big part of our job is making Alfisti happy. It is wonderful, knowing how many people support us. But there are not enough of them to build a strong future. We have to attract more, by providing what they want." **Alfa Romeo CEO Harald Wester**



LOSERS

Volkswagen, **Audi**, **Seat** and **Skoda**, for reasons too often raked over to be worth repeating.

World diesel demand, waning because of the above scandal, which reminded the car industry's many vehement critics that promised 'combined' fuel economy figures have never been delivered.



Owners of keyless premium models, who learned that nicking their cars by hacking their software was "ridiculously easy".

Current EU emissions tests, now roundly discredited in the wake of the Volkswagen scandal.

The Land Rover Defender, which will be officially laid to rest on 31 December. It has been such an icon that the company is still arguing over the specification of its replacement.

Owners of Volkswagen Group diesel cars, whose trade-in values are 10-20% softer than before.



RONALD 'STEADY' BARKER, former Autocar features editor One of the most fondly remembered motoring journalists of his era, Barker was well known for his humorous writing and deep knowledge of the motor industry. His many friends included Sir Alec Issigonis and Alex Moulton.



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Official fuel consumption for the Yeti range in mpg (litres/100km): Urban 37.7 (7.5) – 53.3 (5.3), Extra Urban 50.4 (5.6) – 68.9 (4.1), Combined 44.8 (6.3) – 62.8 (4.5). CO₂ emissions for Yeti range are 147 – 118g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.



What they said: "Almost every major story you publish seems to have a 'Watch out, Porsche' line. What have Porsche got to watch out for? They seem to be doing everything right. Surely it's for others to 'watch out' for Porsche?"
Mac Fitzpatrick, Autocar reader, Your Views

WHAT THEY SAID



"We screwed up." **VW's US boss, Michael Horn**, became the first group executive to apologise and take some responsibility for the emissions scandal. And he did it while fronting the US launch of the new Passat.

"The further you go up the price scale, the less people care what's under a bonnet. People buying at £100,000 do care about mechanical bits, but in the million-plus bracket you're concerned with what you see, feel and touch."

Ares Design CEO Dany Bahar

CONTROVERSY OF THE YEAR

VW sensationally betrayed not only millions of loyal customers but also the majority of its 650,000 employees when it was revealed, following third-party testing in the US, that many of its diesels and an unspecified number of petrol models incorporated engine control software designed to 'defeat' legislated tests with untrue emissions readings.

The company has admitted its guilt and claims to be working hard at righting the wrongs (correcting existing cars is expected to take a year), but it has yet to reveal who was responsible for the outrage or exactly how it happened. Until it does so, its many fine words of apology will carry little weight.



VW has still to reveal who was behind its emissions cheating

KING-HIT COVER OF THE YEAR

FEBRUARY 2015 | CAR 2 | AUTOCAR

AUTOCAR
FIRST FOR CAR NEWS AND REVIEWS
EXCLUSIVE PICS AND DETAILS

NEW FOCUS RS

RADICAL FAST FORD 316bhp, £30k - and this time it's four-wheel drive

P15 Why Ford is putting an even hotter Focus

REVEALED New Ferrari 488 GTB
Turbo power, 0-62mph in just 3.0sec

FIRST LOOK
Porsche's wild Cayman GT4

SHOOTOUT
Lexus V8 vs BMW M4, Audi RS5

4 FEBRUARY 2015

In this one issue we revealed...

The new Ford Focus RS (£30k, 4x4, 316bhp)

The new Ferrari 488 GTB (0-60mph 3.0sec)

The new Porsche Cayman GT4

We also drove

Mazda's "sweet as the original" MX-5 roadster for the first time.

The following week's 911 GT3 RS cover was almost an anticlimax...

OTHER KEY ISSUES

New Rolls 4x4

(18 February)

Jaguar's F-Type SUV

(14 January)

Bentley's Aston-buster

(4 March)

TVR is back (3 June)

Bentley 4x4 (24 June)

Aston Martin DB11

(19 August)





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Johnson
Controls



What they said: "Don't forget what we've already done with the Prius." **Toyota UK boss Paul Van der Burgh** equates the new Mirai fuel cell car to the Prius hybrid and PHEV models, which were once experimental, too.

WHAT THEY SAID



"We wanted to pay homage to what went before – and there are details all over the car to do that – but the majority of it was created to achieve today's goals. The availability of materials like carbonfibre make things possible today that weren't even close all those years ago." **Ford design boss Moray Callum** on the new GT supercar.

"Diesel is the performing drivetrain. It has power and torque and is efficient. There is no reason to penalise diesel engines. But if the customer now wants a plug-in, it's available."

Audi chairman Rupert Stadler

2015 STARS READY FOR ACTION

These 2015 cars haven't made production yet, but big things are about to happen



Alfa Romeo Giulia

Alfa boss Harald Wester reassured us that his first of seven new-wave Alfias will be a good car – by trashing almost everything that the marque had done in the recent past.



Aston Martin DBX crossover

A range builder. Aston bosses reckon they can sell 7000 sports cars a year but need models like this to attract different buyers, including a high proportion of women.



Bentley EXP 10 Speed 6

Building this car is about more than chasing Aston, Bentley says. It needs volume beyond 20,000 cars a year – thus more models – to benefit from economies of scale and avoid the sales ebb and flow of the past.



Bentley Bentayga

It isn't often a manufacturer of £200,000 cars ramps up its predicted production numbers by 60%, even before the first new SUV rolls off the line. But that's what's happened here.



Ford Focus RS

We knew this one was coming for ages but were still surprised when it turned up at the Geneva motor show in March. Best of all, it's the beginning of a renewed Ford push into performance cars.



Ford GT

Ford company traditionalists prove they have long memories: the all-new GT supercar appears with its eyes already fixed on Le Mans victories. It'll be a tougher ask this time...



Honda NSX

Honda finally revealed its hybrid supercar – and delighted potential buyers with the car's compactness, performance, efficiency and obedience to Soichiro Honda's founding philosophy.



Jaguar F-Pace

Jaguar unveiled the new SUV that, insiders are now saying, should become the biggest-selling and most profitable model in the firm's history.



Mazda RX-Vision concept

Mazda previewed its new flagship rotary sports car at the Tokyo motor show – in a form that both celebrates and improves upon the beauty of its previous coupés.



TVR

We exclusively showed what the new TVR team want their first model to be like – proving that in character, styling, performance and simplicity, it'll keep the faith.

GOODBYE TO ALL THESE

At this time of year, newspapers love to run obituary round-ups, listing the celebrities and notables who haven't made it to 2016. So here's a similar automotive take from us, as we pause to remember cars that have fallen off the perch this year, some with regret and others close to relief. Black armbands on and we'll begin.

Perhaps 2015's biggest trend was the decline (and near fall) of the naturally aspirated performance car, which is now an endangered species. The arrival of a new generation of turbocharged engines in the facelifted Porsche 911 really brought home how far things have come. The new motors do wonders for economy, CO₂ and driveability, but we'll miss the yowl and character of the naturally aspirated flat six. If you want a non-turbo 911, it will now come with a GT3 badge and a price to match.

There was also the retirement of the Ferrari 458 Italia, a car that sounded good enough at high revs to trigger something close to religious fervour. The new 488 GTB is a better car pretty much across the board, but it doesn't sound quite as nice. It could well be that we'll look back on the 458 in years to come as the high-water mark for V8 noise.

We'll also miss the rev-happy engine that helped to give the W204 Mercedes-Benz C63 AMG so much of its charm. The naturally aspirated V8 'B8' Audi RS4 was quietly dropped from the price lists, too.



Original Volvo XC90 was finally retired



First-gen XF helped to put Jaguar on a more solid footing

(The engine remains available in the RS5, although not for long.) We know that the next RS4 will move to forced induction, but Audi has bucked the trend with the new R8, which sticks with a non-turbo, rev-hungry V10.

Several cars that transformed either the image or the fortunes of their parent companies were among 2015's more notable departures. The first-gen Volvo XC90 lived for

too long without any substantive upgrades but proved that it is possible to make a big SUV that doesn't possess the aggression of a steroid-fueled cage fighter. The first-gen Jaguar XF should probably also have been replaced slightly sooner, but its long life delivered the sales volume Jaguar needed to stay alive. And the Mk1 Ford S-Max managed to remain the first choice for those who needed

MPV practicality without an MPV driving experience throughout its nine-year lifespan.

Next, the oddballs. Farewell to the Vauxhall Ampera, a car that British car buyers never developed any affection for but one that proved that an old-fashioned car company could combine genuine electric range with the reassurance of not having to complete a journey on foot if the batteries ran out. And goodbye as well to the Volkswagen Phaeton, a car that remained in the official price lists through years of microscopic sales but was quietly deleted a few months ago.

Then there are the cars whose departure you may well not have noticed: the Mk6 Vauxhall Astra, the original Volkswagen Touran and the F01 BMW 7 Series will probably be among 2015's least missed. Yet, in an ironic twist, what may well be 2015's best-reported automotive retirement, the Land Rover Defender, isn't actually one of this year's casualties. Apparently, demand for the run-out versions is so high that production will run into January 2016.

MIKE DUFF



Ferrari 458's V8 was a sound to savour

We'll miss the rev-happy engine that helped to give the C63 AMG so much of its charm

WORDSMITHS



"Measuring the importance of cars like the Focus RS in pounds and pence is foolish. These are cars that make enthusiasts dream and families buy cooking models. But Ford knows it cannot afford to make a car anything less than what's gone before. To this day, the Peugeot 205 GTi remains a millstone around Peugeot's neck, because subsequent performance models have not done quite so well."

Jim Holder on the Ford Focus RS, January

"There is no way to quantify the feeling this kind of performance stirs, we are told. On the road, the car is in motion. In the bedroom, she's on top of him – a situation neither of them looks too unhappy about. Perhaps because they're not driving the 4C any more."

Matt Prior on Alfa Romeo USA's 'Swiss Toni' approach to TV advertising



"Because of my wonky ears, I now drive with the stereo permanently off. It has nothing to do with the quality of the i3's upgraded Harman/Kardon sound system, which is top notch. It's simply more comfortable for me. The cathedral-like serenity inside the cabin is just as enjoyable as anything the sound system could produce."

Allan Muir on his treasured long-term BMW i3



What they said: "There's no question of a clash with Land Rover. The F-Pace's exterior design and its obvious reference to the F-Type is one huge point of differentiation. Frankly, the real surprise is that we didn't do it before." **JLR global operations director Jeremy Hicks on Jaguar's new SUV**

WHAT THEY SAID



"Technically, electric cars are a big success. They are accepted worldwide and they're the only serious option as zero-emissions vehicles. Other alternatives lack maturity and cost-effectiveness."

Carlos Ghosn, chairman and CEO of the Renault-Nissan Alliance

MOST DAMNING HEADLINE

'Not your worst nightmare' was our grudging assessment of a used **Renault Laguna**



FUTURE HEADLINES



Revolutionary Aston DB11 gets all-new powertrain

Aston Martin's relationship with Mercedes-AMG, via a 5% Daimler shareholding in the British firm, will bring rich pickings.

Bloodhound runs!

British land speed car, serially delayed, is due to run in the UK early next year, then go to South Africa to hit 600mph. We wouldn't bet on the second bit...



The 200-mile electric car is here

General Motors, driving US demand for 200-mile battery cars, believes improving batteries may reduce market need for plug-in hybrids.

Ford wins Le Mans – again

Fifty years on, the Yanks prepare to repeat the heroic one-two-three GT40 victory of 1966. (They'll be lucky.)



"Most will like the BMW M4, and that's fine. Its laps rumble through the memory in a sweaty blur. The car is tenacious, tiring and ballistic. Even in drier conditions, the limits of traction are not typically progressive. Although the chassis telegraphs this effect plainly enough, it doesn't make for an easy-going experience. But it is invigorating, and that's the point..."

Nic Cackett, explaining why BMW's animalistic M4 coupé won a frenetic three-car test

"This may come as a surprise, but the used car market operates all year round. Good mainstream and premium cars will sell whatever the weather and time of year. Sometimes, though, availability and prices change on a seasonal basis, so don't forget to consult the calendar and tap the barometer before you pull your buying boots on."

Used car expert James Ruppert on the second-hand car calendar



"What's certain is that when production of the VXR8 GTS ends in a couple of years' time, we may never see such a car again."

Senior reviewer Lewis Kingston, saying farewell to our much-loved orange Vauxhall VXR8 long-



THE WINTER'S TALE

Three of the best new roadsters of 2015, from Jaguar, Mazda and Porsche, embark on a winter road trip as far as the Isle of Skye to establish which one most deserves a place under our Christmas tree. **Nic Cackett** referees

PHOTOGRAPHY LUC LACEY





The most serious Boxster is resolute, hard-edged, hugely quick and capable



The English have been professionally mining slate from Honister for at least the past 300 years.

To begin with, it was hacked and clawed from the grey hills as it had been since Roman times, the fragile yet impervious stone shuttled precariously down the slopes on pack ponies, or on wooden sledges that were hauled back to the summit on a man's back once emptied. The methods persisted for centuries, only to be swept aside by the industrial revolution's preoccupation with scale, muscle and bone supplemented with the indefatigable motion of tram, track, rail and road.

A road reached the summit in 1879,

the smooth sinew in a plan to extract 3000 tons of Westmorland Green from a mine that had long since disappeared beneath the earth.

Today, there is still a slate mine at Honister and it's the last functioning example in England. As is the way with such things, the visitor's centre is far bigger than the workings now, its exterior dotted ominously with ashen-faced gravestones, solemnly awaiting the engraver's chisel. The road persists, too, known to the Department for Transport as part of the B5289 but to everyone else as the Honister Pass. Today, it is wet. No surprise there, as the day in question falls at the end of November, and the surrounding pall encompasses all of

Cumbria – but it's a bind for the kind of cars we've chosen to foreground against the garage-sized boulders strewn artistically among about a million gallons of moving water.

The bad luck is emblematic of a bad year for open-top sports cars in general. Summer was short and undeserving of the name. October sizzled briefly, with silly, show-off temperatures that simply served to confuse everyone's sartorial choices. Then, in the space of what seemed like nine minutes, the nation's thermostat plummeted to its catacomb setting. Which is all the more trying because 2015 was actually a brilliant year for fast drop-tops, turning up not only the

devilishly brilliant new Mazda MX-5 but also the latest Porsche Boxster Spyder – a slimmer, cooler, quicker version of the best cloth-roofed car in the world. There was even a convertible version of Jaguar's obstreperous F-Type R, launched in the spring with the intriguing possibility of all-wheel drive – only for it to be driven into the leaf pile of our to-do list.

Well, with Christmas upon us, the rot stops here. The brief for assembling all three atop Honister is simple: a last push out of the boat; find some fresh air worth sampling before 2015 shuts up shop and decide once and for all which deserves a place under the Autocar tree.



But Cumbria isn't playing ball. The cloth stays buttoned up all round, lest rain speckle touchscreen.

Except in the Spyder, borrowed from the excellent Porsche Experience Centre in Silverstone, because no touchscreen has been spec'd. The centre console is home to two giant cubbyholes instead. Saving you a very small dumb-bell in weight is all well and good, but no normal person would rob themselves of the convenience of sat-nav and a stereo (the next two days of walkie-talkie whereabouts chatter providing sufficient evidence of the pitfalls).

Of course, the Spyder has always been about usability compromises in the name of performance. It's the

reason why it has a mostly manual roof, which is far better than the popper-festooned fumble that the previous version's awning used to be, but it's still a faff compared with the F-Type's button or the MX-5's own brilliant fold-out affair. The Spyder's resulting weight loss is actually fairly modest. The substantial boost to its power-to-weight ratio comes instead from the 370bhp 3.8-litre flat six pinched from the standard 911 Carrera and shared with the Cayman GT4. Yours for £60,459.

The most expensive Boxster's diet regime is not shared by the most expensive F-Type. Adding Jaguar's rear-biased all-wheel drive system to the R-badged convertible doesn't →



F-Type R's all-wheel drive keeps the traction control at bay, despite its mighty torque



Boxster and MX-5 flow along these B-roads like water down a stream; Jag prefers space



Extra muscle of the 370bhp 3.8-litre flat six endows the Spyder with engaging punch



Cackett resorts to old-tech map reading, not least because this Spyder has no sat-nav

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← just inflate the starting price to £97,145. It also contributes to the model's plentiful waistline. Jaguar coyly reveals that the car weighs 'from' 1750kg – so expect a kitted-out example such as this one, with yours truly aboard, to be getting on for two tonnes. Of course, like a rib shack waiter carrying a pack of Rennies, the six-figure F-Type comes with the remedy to its tonnage built in: namely, 5.0 litres of air-compressing V8 in its 542bhp tune.

With the drive at both ends, the R performs the kind of getaways that would shame a laser pointer. Jaguar boldly claims 3.9sec to 60mph, although, as always, it's the sheer prodigiousness of it that staggers – the massive noise and thrusting mania now coming with the diabolical nonchalance of superior traction. I drove the F-Type up from Surrey to Honister, a journey of about 300 miles, most of them spent trapped in a tiny whirlwind of outside-lane impatience. Asking the V8 to do 70mph is like asking a meteorite to match the cruising speed of a butterfly. The R feels built to do about 250mph, despite being a medley of simmering discombobulation on the motorway. A dearth of rigidity meant the F-Type cabrio never rode faultlessly, and the R inevitably follows suit, often refusing to settle properly. Hold your left hand in front of the touchscreen and it'll bob about the place like

Gordon Tracey's at the controls of Thunderbird 4. As with the coupé, the experience is better in Dynamic mode, where the adaptive dampers alleviate some of the body's long-wave bagginess, but progress is more memorable than it is optimal.

The F-Type suits Honister, though. The sodden, gaunt, tumbledown landscape is acutely British, and the thought of such an ancient backdrop birthing the Jaguar's sleek modernity is as satisfying as knowing the Handley Page Victor, the 4468 Mallard and the Bluebird-Proteus CN7 heralded from these isles, too.

The MX-5 comes from Hiroshima and was drawn by an American, yet honestly it feels more at home on single-track Cumbrian roads than the local boy. Capacious the F-Type isn't – but it's a Regency drawing room compared with the closet-sized Mazda. Nevertheless, I defy you not to get comfortable in its dinky interior. There's a sleeper-cabin snugness to the MX-5, particularly in range-topping Sport Nav trim, and a likeable convenience in the fact that everything – including the roof – is within arm's reach.

I get in it in sight of Dale Head and don't get out again until there's a view of the Aonach Eagach ridge. That's more than 200 miles up England's lumpy spine and into Scotland, but the MX-5 has a way of processing even the more gruelling sections into the most amiable R&R. Despite the



Road to Applecross starts with this warning and (below) is like a compact Alpine pass

fitment of the more sporty optional Bilstein springs, the suspension is enormously accommodating through its initial travel, a characteristic that, along with a palpable lack of mass, makes the car extremely difficult to ruffle from a ride comfort sense. Combine that with the enthusiastic (if vocal) hum of the 158bhp naturally aspirated four-pot engine and the lack of ostentation is irresistible – especially as the honest-to-goodness theme extends to its £23,295 starting price.

As we hit the A82, right on cue, the clouds break. The run up to Glencoe looks striking even through a dreadnought gauze of sheet rain, but under the flaxen light of a frigid sun,

it appears ridiculously photogenic, as though the oncoming horizon were being rendered by a water-cooled graphics card in the Mazda's boot. Roof down – a five-second, one-armed backstroke manoeuvre – and the breeze fondles compassionately at the fringe. Unlike the Jag, which maintains the under-thigh presence of a four-man hot tub with its hood retracted, the impish MX-5 virtually disappears beneath you when you pay it no mind, leaving me to bob like a cork in the coppery magnificence of the Highlands at dusk.

The next day, having overnighted in Fort William and imagining the soup-for-the-soul moments could get no more flavoursome, I finally →

The MX-5 feels more at home on single-track Cumbrian roads than the local boy



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It's not an extraordinary driving road, yet the Spyder makes it seem like one

← exchange the pleasant puffiness of the Mazda's sports seats for the Spyder's no-nonsense black buckets. The mindset transition elsewhere is no less tangible; if the MX-5's inconspicuous and wieldy usability is the Gore-Tex-lined light walking boot of the roadster segment, then the Porsche is the barefoot cross-country trainer. Which sounds stripped out and low to the ground and potentially fraught but isn't at all. What it is, rather wonderfully, is natural, neutral, mechanical and as sweetly encouraging a car as I've driven all year.

Inside, weight-saving gestures aside, it's mostly just Boxster. It is underneath, too, a toughened anti-roll bar and wider rear tyres being essentially all that separate it from a GTS. But it rides supremely well.

From the shadow of Ben Nevis to the sticker-covered warning sign that marks the beginning of the B-road to Applecross, on passive suspension and 20in wheels, the Spyder treads the line between thick-set and user-friendly about as well as anything not wearing a McLaren badge. Where the F-Type jostles and the MX-5 swishes, the Porsche aims to apprise your glutes of every topographical fluctuation below, without ever making the message overly acute or mean-spirited. It succeeds splendidly, and with no quivering aftershock of the linear motion exiting the body skywards, either.

Instead, we head for the heavens together. The Applecross road, and its ascent to 2053ft, is a picture-book location. It's essentially a shrunk-wash Alpine pass: short on grandeur or length but big on girth, the valley below spread-eagling into a seemingly massive expanse of scraggy lens candy. It's not an extraordinary driving road, yet with its pristine control weights and stonking new engine, the Spyder makes it seem like one. The steep climb makes accessing the 3.8's extra power all but inevitable, as there's barely an opportunity to get beyond third gear. Nor will you want to try, given the life-affirming noise bouncing back at you from the rock

at the top of second gear and the rivulet of pleasure that passes up the arm from working the short-throw lever between only two ratios.

Like the Cayman GT4, the Spyder is endowed with considerable rear-end traction but, in first gear, it mugs for the camera sublimely because the standard limited-slip rear differential and mid-engined balance provide an ideal foundation for throttle-anchoring the car at 90deg to the apex. There isn't really space for the Jaguar to do the same (although later experience confirms that, in the wet, the F-Type can be coaxed sideways with entertaining ease). However, the MX-5 lives up to its front-engined, rear-drive

configuration splendidly, its back end more than adept at playing the frisky pendulum to the counterweight in its nose.

It's easy to get carried away in the Mazda, in fact, but its modest weight, expense and size make doing so about as guiltless as playing football in your mum's lounge with a helium balloon.

I stay in the MX-5 as we double back on ourselves down the A87. The final leg of the journey involves an all-out sprint onto the Isle of Skye, in order that photographer Luc might be given time to shoot a final hill-top group picture on the northern tip of the island. Trying hard in the Mazda hardly lives up to the description. You don't try hard at all. There's no sweaty-palm work rate, just the frivolous contentment of keeping your foot in that bit longer, inclining your head that bit farther over in the corners and being a bit more expeditious with your upshifts on the snappy and utterly lovely six-speed manual gearbox.

Occasionally on the wet tangle of fast A-road bends, the MX-5 calls on the traction control to coax its rear axle straight – but otherwise, via delicate steering, a biddable front end and its calmly composed chassis, the MX-5 churns the same willing ebullience from faster speeds as it does from a dawdle.

With the front axle sharing some of the abundant peak torque, the →



Its small size, light weight and finely honed dynamics make the MX-5 feel at home here

The MX-5 is cheaper, the F-Type showier, but the Spyder is something else



← F-Type doesn't need its traction control, but after the Mazda's fleet-footed waltz, it is harder to engage with the super-heavyweight straight away. The steering isn't as feelsome and it doesn't seem as confidently plumbed into the distant nose, which leaves you with the sensation of a long-distance relationship over the big bonnet. Nevertheless, as we approach the turning for the Talisker whisky distillery and Skye's scenery goes from merely very fetching to something apparently torn from Tolkien's imagination, the R's own brand of sorcery finally gets under the skin and slower traffic and sighted corners both fall prey to its almighty super-cruise capacity.

But I still waste time pulling over to wait for the Porsche before the last few miles. Beyond Portree, the island's east coast becomes even more sparsely populated and remote in character. Against this rugged, windswept panorama, the Spyder confirms what I've known since dawn: it is 2015's complete open-top package, matching the Jaguar for the fire and brimstone of its soundtrack and raw pace, and trumping even the MX-5's winsome ability to remain immersive at any speed.

It does this not by being airy and carefree, but rather by delivering a single-minded, Porsche-branded enthusiasm that labours under almost none of the traditional

compromises. Thus the most serious Boxster is suitably resolute and hard-edged, hugely quick and capable, yet never less than contented on a B-road or easily manageable in a town or at home on the motorway. That it is sometimes loud and sometimes galling to have to get out to refit the roof is a good thing. As with a Caterham, a Morgan or an Ariel Atom, it simply confirms that you've bought something special – something to look after just as it looks after you.

And make no mistake: the Spyder is seriously good at doing that, using its quickened, toughened yet wonderfully progressive steering and enhanced mid-point poise

to swaddle every gleeful input in an overlay of responsiveness and conviction. The MX-5 is cheaper, the F-Type showier – both, in their own way, entirely fit for purpose when the rain stops and the mood takes you. But the Spyder is something else. In a year when Porsche reconfirmed its superlative reputation with a string of five-star reviews in these pages, the costliest Boxster stands alongside the Cayman GT4 and 911 GT3 RS as one of the finest performance cars you can buy. You won't need to drive it to Skye and back to discover that fact, but – and believe me on this – you'll definitely want to. Bravo, Stuttgart, and happy Christmas. **A**



JACKAL AND HIDE

The Supacat HMT400 – known as the Jackal – is a 7.6-tonne, go-anywhere armoured car that can top 80mph. **Vicky Parrott** puts it through its paces

PHOTOGRAPHY WILL WILLIAMS

Cars are great, aren't they? Fast, big, posh, practical, cheap, lightweight... they've all got a draw, a simple wonder at what man can make from base materials and the significance of that engineering feat.

And then you come face to face with a 7.6-tonne Supacat HMT400 – complete with desert camo paint, 16 smoke grenade launchers, gun turret, hydraulic suspension, switchable four-wheel drive and about as much swagger as a vehicle could muster. Crucially, it also has steel armour plating for mine and ballistic protection.

Anyone involved with the military is likely to be familiar with this vehicle, which is more commonly known as the Jackal. It has been around since 2002 and, following heavy demand from the Ministry of Defence, was being produced at a rate of one a day at peak output, with around 1000 of them now in existence.

The Jackal is the creation of Supacat, a subsidiary of Devon-based engineering company SC Group. It was designed because the military needed it. Fatalities were occurring from mines and IEDs striking personnel carriers with insufficient armour and, on top of that, there was a gap between the military Land Rovers, which often struggled with heavy payloads, and the slower, more cumbersome tanks and heavy vehicles. Something was needed that could carry men, provisions and weapons over woeful terrain, reliably and at speed, while offering a high level of protection and offensive capability.

So the Jackal was created. It's capable of carrying up to five, although it's usually manned by three – commander, driver and gunner – and is able to function at quite remarkable speeds through all sorts of habitats, even with a 2.1-tonne payload on board, and with a range of around 500 miles on a 200-litre tank of diesel.

Of course, the Jackal is made to a client's brief. You can have it with a closed cab, but most want it open, favouring the extra visibility.

Although most military vehicles have commercial vehicle underpinnings, the Jackal has a bespoke steel box-section spaceframe designed specifically for the purposes required of a rapid, all-terrain armoured personnel carrier.

And it is rapid. The mid-mounted 6.7-litre Cummins straight six diesel punches out 516lb ft and will propel this deceptively manoeuvrable →







← vehicle to speeds beyond 80mph. I know: I've seen it and experienced it.

Arguably, the Jackal's biggest stroke of genius is its suspension. Hydraulic struts allow it to squat down to a ground clearance of just 180mm and a total height of less than 1.9 metres, enabling its 2.0m-wide body to be driven into a Chinook. Hit the road, or more likely the Afghan outback, and the suspension lifts by a further 300mm for full off-road readiness. Huge air springs, designed for commercial use, are mounted laterally, delivering a frankly unsettling ability to drive over just about anything at just about any speed.

To make all this function properly, there's a

four-wheel drive system, which can run in rear-wheel drive, with high and low-ratio gear sets, locking diffs and epicyclic wheel hubs. The mechanics at each corner are identical, so if you lose a wheel, you can scavenge parts from another Jackal (or its three-axled sibling, the Coyote) and patch it up in an impressive two hours in the field.

Our test track was centred around a woodland near the historic airfields of Dunkeswell and Smeatharpe. Photographer Will went first, tentatively bumping his Kia Sorento around the track. I watched it heave and scrabble, and the Kia is a pretty capable off-roader.

I followed, trundling slowly past a crumbling

WW2 hangar. The lofty driving position in the Jackal is predictably utilitarian. The seat is designed more for protection from mine blasts than for rigorous support, so you cling to the wheel as the vehicle leans heavily going around corners. There are no gears to worry about, courtesy of the five-speed torque converter auto, and the hydraulically assisted steering makes it remarkably easy to wield such a hefty bulk.

What is disconcerting initially is having the front axle beneath you, rather than in front of you, which can encourage an unintended early turn-in. Still, we hit the autumn-shrouded woodland, complete with an unrelieved carpet

We hit the woodland, with its carpet of leaves, at which point my guide told me: 'Floor it'

of leaves, at which point my guide and Supacat veteran Andy Roberts told me: "Floor it". I liked Andy. He clearly knew his stuff, and he seemed like the kind of bloke who would call a spade a spade, or indeed suggest a flat-out run only where it would be fine to do so. So I did. Regardless of tree roots, gaping potholes and an oncoming hairpin, we went for it.

There was a pause of old-school lag while the turbo took a deep breath, and before I knew it I was watching the digital rev counter tick up as I winced in readiness for the horrific suspension-jarring shudder that would come from travelling over that whacking hole in the ground. But it never came. I barely felt the body dip.

This was one of those moments when I'd convinced myself that I'd made a horrific error of judgement. I was bracing myself to deal with the consequences of damaging this £500,000 vehicle, only to discover that the engineering was way ahead of me. The Jackal was so within its limits that it was laughable. Then we hit a hairpin, which involved some heavy braking that had the ABS kicking in, a hell of a lot of work at the steering wheel and an early throttle squeeze to get the jump on the lag, and we were off again, bowling along towards a hill that I would have struggled to walk down. As a demonstration, we stopped when fully on this slope and, using the second brake pedal, held the Jackal on the

throttle and accelerated gently back up the hill in reverse. No slip, no fuss, nothing. And that was in rear-wheel drive, on a bed of wet leaves and mud. I won't deny that I'm susceptible to enjoying the sense of indomitable, go-anywhere feel you get from a Land Rover Defender. This was like that but 10 times better.

Yet, ultimately, there are reminders everywhere that this vehicle wears its undeniably appealing, brutish bravado for a reason. Everything on it has a function, from the smoke grenade launchers that provide cover around the entire vehicle to the infrared headlights that are invisible to anyone without night-vision goggles. The wire-cutter mounted to the bar that arches over the forward seats is perhaps the most macabre reminder of the bloody severity of the Jackal's natural habitat.

The seriousness of its purpose doesn't stop it from being about as much fun as you can have in a vehicle, mind. A different sort of fun, certainly, but I defy anyone to not have a grin splitting their face while rampaging around in a Jackal. It's a liberating sort of experience. But this vehicle deserves to be credited not for being awesome, unstoppable, roller-coaster-style entertainment. It deserves real praise because it was designed to do a tough job in the harshest of environments, and to help save lives while doing it. And it has done that. Score another one for the wonder of engineering. **A**



Parrott threatens to gain her revenge on photographer Williams after he says "just one more shot" once too often



Driving position is truly commanding and visibility superb



If you want a Jackal, you'll need a minimum of £500,000



Mechanicals at each corner are identical to aid repairs

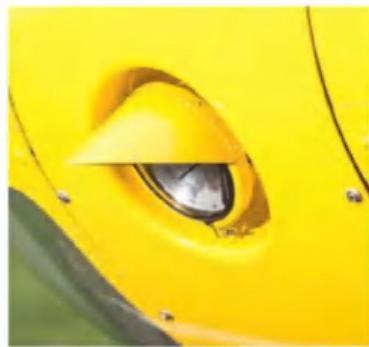
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PHOTOGRAPHY STAN PAPIOR

- EC145 has a plethora of lights to be seen at higher levels and for seeing at lower ones. The cover prevents too much dazzle inside the cockpit, from where they can be switched on and off.

- Rotor blades are taped with different-coloured bands so they can be individually tuned and balanced properly. Dumb-bells act as dampers to reduce vibration.

- Visible oil level indicator makes checking gearbox oil simple in pre-flight checks. The gearbox is rated to run with no oil for half an hour, but it isn't something you'd try on purpose.

- The fixed lights on the outside aren't enough by themselves for landing in unknown places at night. So the air ambulance uses this unit, incorporating a massive searchlight.

Even by the standards of Autocar's Christmas Road Test, in which we deliberately test something that is not a car, this is slightly unconventional.

Assessing the East Anglian Air Ambulance is a test of not just the rotary-massed hardware on show but also the way it is operated. It is, in effect, a test of two things that are interdependent on each other.

The first of those things is a state-of-the-art helicopter, one of the newest and most capable in the range of Airbus Helicopters (the company that was called Eurocopter until last

year). It's an EC145 T2 helicopter but, rather than being the sole subject of this feature, it's what an organisation called the East Anglian Air Ambulance has done with the EC145 – how it has kitted out the helicopter and operated it – that is the true subject, the true hero, of this year's Christmas Road Test.

The East Anglian Air Ambulance – shall we just go with EAAA from now on? – operates two helicopters, one from Cambridge and one from Norwich. It's a charity that deals in emergency response, bringing medical care to those who need it

most urgently: often traffic accident victims, horse riders and those who've had accidents in remote areas.

One of the EAAA's helicopters is an EC145 T2, the first such model to become operational in Britain and only the 12th EC145 to hover away from Airbus's production line. The EAAA is about to receive its second EC145 to replace a smaller, older Eurocopter helicopter.

Our test is of its recently delivered machine. We have flown in it and interviewed its pilots – although not the tall, regal one of whom you may already have heard – and its medical

staff, to fully understand what it means to operate a 365-day-a-year, 24-hour-a-day emergency service that responds to thousands of calls a year, covering an area of more than 5000 square miles and a population of nearly three million. From several hundred feet up. Here's how they do it.

DESIGN AND ENGINEERING



The most obvious difference between the EAAA's old and new helicopters is that the latest EC145 has a larger

rear passenger compartment and is crewed by two pilots rather than one.

The EC145 T2 (recently renamed the H145 by its maker, Airbus Helicopters, to accompany the company's rebranding) sits at the mid-point in Airbus's commercial helicopter range. It's big enough in the back to fit all the equipment that EAAA requires, yet compact enough to be manoeuvrable, and – by the standards of choppers – economical.

What's surprising about aircraft, though, particularly light aircraft, is how much capability they can pack into such a small space. The EAAA's →

WE DON'T LIKE Depends solely on public generosity to run ■ If you're a recipient of its care: absolutely nothing



● The enclosed tail rotor is both quieter and safer (extremely useful, given people will be near it while it's running) than an exposed one. Blades are partially hollow.



● EC145 runs two Turbomeca Arriel 2E turbine engines but has redundancy so that you could run on just one. Not, again, that you'd choose to if you could help it.



● The air ambulance often lands in fields and in poor conditions. It also weighs twice as much as a 4x4. These simple plates, then, help to prevent it sinking into mud.



● For a small body, the EC145 has a lot of doors – six in all, as standard. The rear pair are the least likely to be used, except for patient-on-stretcher entry and egress.



Visibility is first rate; both pilots control the EC145, for speed and safety



● This lever is the 'collective'. It changes the pitch of the blades and therefore the lift/thrust. Most of the small buttons control lights or fine tune the trim.



● 'Cyclic' controls direction, but none of the buttons fires missiles. In fact, not many of the buttons do much at all in this helicopter. The nipples adjust the trim.



← EC145 seats two pilots facing forward (natch), and directly behind them can sit two rear-facing passengers. Then there are two more forward-facing seats along one side of the rear cabin, with a stretcher for taking a patient, loaded through the rear doors, along the other side.

On and around that bed fits more equipment than is carried in any road-going ambulance. There's also a considerable amount of window area and six doors. And all of this inside a cabin that's barely 4.6 metres long and no wider than a passenger car's.

It is no wonder, then, that the doors clack shut with all the finesse of an early 1960s Longbridge product. Everything is built to be light, to the extent that the EC145 must take off weighing no more than 3650kg. And, given that it has two turbine engines making 894bhp between them, and whose exhausts heat to around 1000deg C as they spin to around 6000rpm, you can imagine that keeping the unladen weight down to 1919kg is quite a challenge.

Much of the construction is aluminium, with a tail rotor assembly, or Fenestron, made entirely from composite material. The rear rotor spins at 2400rpm, while the four main rotors turn at 383rpm in flight conditions to create sufficient lift to keep the EC145 airborne.

INTERIOR



If you think platform and module sharing is only for the automotive industry, think again. Airbus's helicopters use the same avionics suites as Airbus airliners – or at least, they pick and choose from them. Three out of four of a commercial airliner's screens make it, lightly modified, to the inside of the EC145, where two pilots – and the EAAA's is slightly unusual in that it uses two, rather than one – guide the controls.

EAAA employs two flight crew

because it makes things safer and faster. The air ambulance flies in nearly all conditions and certainly at any time of the day or night, and the flight crew don't necessarily know precisely where they're going or where they're landing until they get there. Therefore, any tasks that one pilot can take from the other to speed up the process is a bonus.

The EC145 has a spacious forward cockpit with superb visibility and is so sophisticated that it can make you "quite a lazy pilot", according to one crew member.

There's nothing lazy about either crew member, really. It's just that a capable helicopter is essential, given that visibility might be appalling, their job is urgent and there might be unknown hazards on the ground. Any time the helicopter and its equipment can save helps to increase a patient's chances of survival.

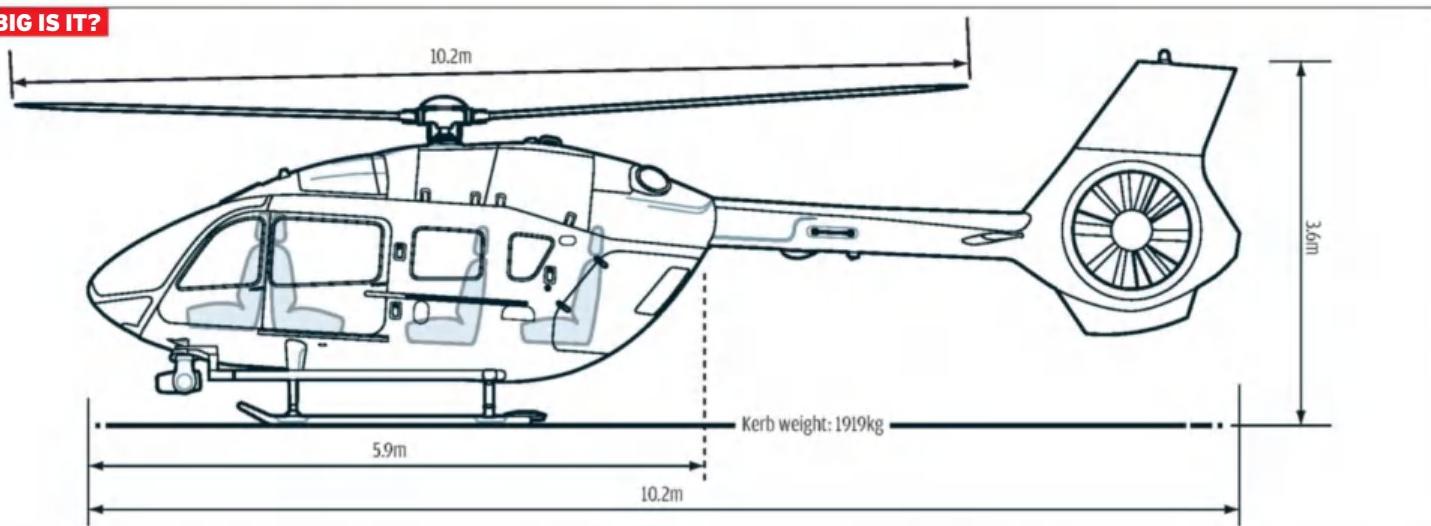
Hence, EAAA's EC145 has a huge searchlight, to scour for potential landing areas. It's backed up in the cockpit by iPads, whose maps zoom to street-name level (helpfully, because the standard avionics cannot) and which can even show the location of overhead power cables, to help the pilots to put the EC145 on the deck as safely and quickly, and as close to the patient, as possible. The crew even have night vision goggles.

PERFORMANCE



To be horribly blunt, after a major trauma, there are statistical peaks when a patient is most likely to die. There is a small peak after a week or so, after perhaps infection has taken hold. There's another day or so after trauma, when prolonged emergency treatment has failed. But by far the biggest peak is the first: within hours of an accident and hospital admission. The earlier clinical care can start, the better a patient's chances of survival. And it's →

HOW BIG IS IT?



← precisely that which the EAAA is attempting to tackle. Its people are trying to turn what would otherwise be the last day of your life into merely the worst day of your life.

Anywhere in the East Anglia region can be reached by the AEEE within 25 minutes of receiving an emergency call. But it is not just the speed of the helicopter versus a road-going ambulance that makes the EAAA so valuable. What really sets it apart are the two medical staff in the back: a critical care paramedic, who will see the kind of injuries every day that most paramedics see only once every six months, and an A&E-grade doctor. Plus, as we've mentioned, there's a vastly bigger array of equipment and drugs than you'll find in a conventional ambulance.

Getting those personnel and their equipment to the casualties is the EAAA's main role. It'll carry a patient onwards to hospital in only around a third of cases. Most of the time, it is what it takes to the scene that makes the difference, rather than what it takes away. It brings casualty department care to the scene of an accident.

But make no mistake: the EC145 is fast. Its maximum cruising airspeed is 166mph and its recommended cruise 150mph. With a tailwind, the crew have seen speeds across the ground of more than 170mph – useful given that the helicopter takes a couple of minutes to wind up and a short while to wind down.

RIDE AND HANDLING



The EAAA's pilots are extremely fond of the way the EC145 handles in the air. They tell us it's agile for a helicopter of its size, it has power to spare and it's a particularly easy machine to fly. It helps you out, too. It has a four-axis autopilot that the flight crew use "all the time, so we can free up capacity and think about

There's more kit in here than in a regular road-going ambulance



TOP SPEED VERSUS RIVALS

EC145 T2

166mph



AW109 Power

177mph



MD902 Explorer

156mph



100mph

200mph



One unit above the patient is a ventilator and defibrillator, the other a vital signs monitor. The bags beneath contain the kit and drugs taken out to the patient.



Recommended cruise speed is 150mph; height usually 1000ft

what we're going to do". There is even collision detection.

The EAAA flies most places at 1000ft, although it can fly as low as 500ft when necessary. Around airports it generally has to be beneath 700ft. Telling air traffic control that it's on an HEMS (Helicopter Emergency Medical Service) call, the flying equivalent of a blue light call, doesn't give the EAAA carte blanche to fly where it likes, but traffic control will give it priority wherever possible.

In the more remote parts of East Anglia, there's less chance of intruding on someone else's airspace, but the one-third of calls that require taking a patient to hospital will involve flying around congested air. The EAAA can only land at hospitals that have predetermined places for it – if not a helipad then a designated field or place in a car park. Addenbrookes in Cambridge and Norfolk and Norwich University Hospital in the local area, plus places such as the Royal London Hospital, all do.

From there, the paths of the crew and the medical team may be rather different. There's a strong chance the helicopter will return home, leaving the medical team with a patient for a time after they've arrived at hospital. After that, what ride and handling experience the medical team have

depends on the quality of the taxi they take back to base.

BUYING AND OWNING



The EAAA neatly sidesteps the sometimes difficult buying element of this section and instead leases the helicopters it uses. The EC145s are kitted out by a company called Aerolite, but the EAAA has a contract with Bond Aviation for the supply of the two helicopters themselves. Bond is responsible for making sure that they're serviced and maintained, and if one is out of action, you get the equivalent of a courtesy car. There is looking after to do, too, because these helicopters are kept busy. They ran 167 missions in October alone.

Fuel costs are a bit lumpy, too. Taxiing out and taking off will get through 40kg of fuel alone, and then usage is around 240kg per hour, so the EC145 can fly for around 90-120 minutes before it hits reserve. Typically, it will refuel after every job from a bowser kept near the aircraft but, if rushed, it can do two close missions on a tankful.

The EAAA's operating budget runs to £10.2 million per year. Remarkably, it is all raised charitably. ➤



Array above the patient includes a suction unit, syringe drivers and outlets for gas bottles; there's 2000 litres of oxygen stored in tanks behind the pilots' seats.

DATA LOG

AIRBUS HELICOPTERS EC145 T2 (H145)

In-the-sky price £5,100,000 per year

EQUIPMENT CHECKLIST

- Skid-type landing gear
- Cold weather kit
- 4-axis autopilot
- Map case in pilot's door
- Ram-air and electric vents
- Portable fire extinguisher
- 2 flashlights
- Windscreens wiper
- Door open warning
- 2 multifunction displays
- 2 aircraft m'gmt computers
- Radar altimeter
- Stand-by compass
- Ground handling wheels
- Door keys
- = Standard

RANGE AT A GLANCE

ENGINES	THRUST	FROM
HF120	4100lbf	£2.87 million

ECONOMY

Claimed fuel consumption	240kg per hr
Range	351 nautical miles

PERFORMANCE

Maximum cruise speed	166mph
Recommended cruise speed	150mph
Hover ceiling	12,000ft
Endurance (no reserve) with standard fuel tank	3hr 33min

ENGINES

2 Turbomeca Arriel 2E turbine engines with electronic engine control (double-channel FADEC). Crash-resistant fuel system with flexible bladder-type fuel tank

Take-off power	894bhp
Maximum continuous power	771bhp
1 engine inoperative (OEI), 30sec power	1072bhp
1 engine inoperative (OEI) 2min power	1038bhp

CHASSIS & BODY

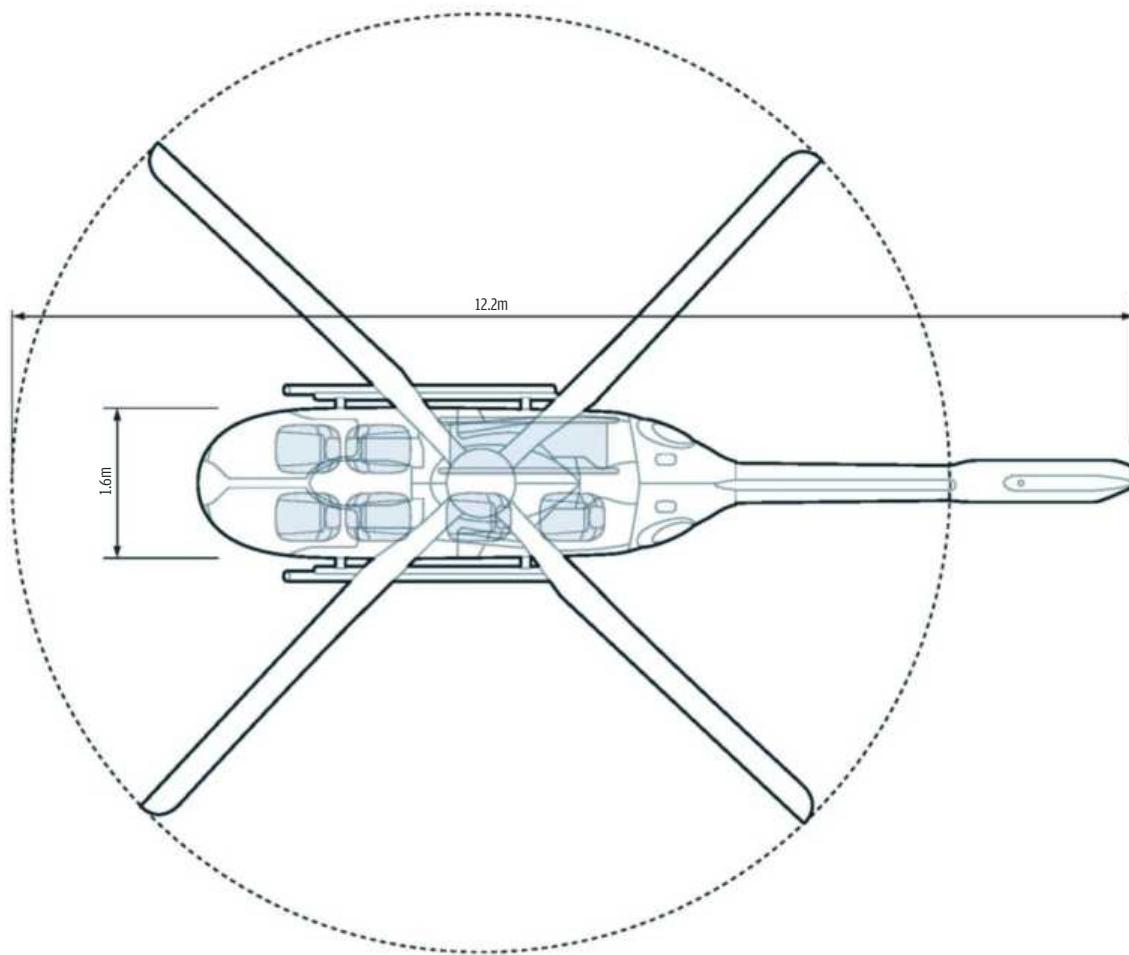
Construction	Aluminium/composite monocoque, composite tail boom
Floor area	4.71m ²
Cabin volume	6.03m ³

WEIGHT

Maximum take-off weight	3650kg
Empty weight	1919kg
Useful payload	1731kg
Payload and/or fuel	1651kg
Sling load (not fitted)	1500kg

TECHNICAL LAYOUT

Fairly standard helicopter layout: two turbine engines sit above the passenger compartment driving the rotors, while there's maximum cabin space for occupants. Rear doors are unusual, mind.



16,000 25min £2800

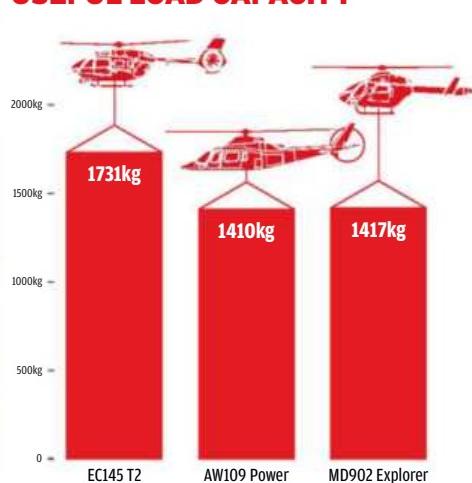
How many missions the EAAA has undertaken since the charity was founded in 2000.

EAAA can get to anywhere in the region in 25 minutes or quicker.

The average cost of each mission it carries out.



USEFUL LOAD CAPACITY



THE SMALL PRINT Engine output, performance figures and fuel consumption are taken as gospel from Airbus Helicopters. Test results may not be reproduced without editor's written permission. For information on the EC145 T2, visit airbushelicopters.com, and for the East Anglian Air Ambulance, visit eaaa.org.uk. Cost per mile figures have not been quoted because the numbers are too big to be calculated on the fingers and toes of an Autocar road tester. No patients were harmed in the making of this road test. Financial investors are reminded that helicopters can go up as well as down.

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

East Anglian Air Ambulance

AUTOCAR VERDICT ★★★★☆

You'll never want to call it, but you'll be glad to see it if you have to



In many ways, an air ambulance is one of those vehicles you'd rather not see, because if the emergency services decide it's needed, you're probably having the worst day of your life. However, if you are in need of it, we strongly suspect there is no better sight in the world. The difference it makes to those it helps cannot be overstated; it brings hospital-quality equipment and expertise to those in the field – sometimes literally – in a timeframe that is both critical and cannot be matched by other transport. The fact that the East Anglian Air Ambulance and others like it are funded entirely by charitable donation is remarkable and heart-warming.

AUTOCAR ROAD TEST

Top 5



MAKE

Model

Engine

Power

Top speed

Crew

Useful load

Maximum take-off weight

Range

AGUSTA WESTLAND

AW109 Power

2 Pratt & Whitney PW206C

1320bhp

177mph

3 or 4

1410kg

3000kg

589 miles

Strong range and high speeds; popular with rural air ambulance services.

★★★★★

AIRBUS HELICOPTERS

EC145 T2 (now H145)

2 Turbomeca Arriel 2E turboshaft

894bhp

166mph

4

1731kg

3650kg

509 miles

How the EAAA currently chooses to save lives. Fast, effective, pretty cool.

★★★★★

AIRBUS HELICOPTERS

EC135

2 Turbomeca Arriel 2B2^{PLUS}

750bhp

156mph

3

1498kg

2980kg

497 miles

How the EAAA used to choose to save lives. Also very effective.

★★★★★

MD HELICOPTERS

902 Explorer

2 Pratt & Whitney 207E

700bhp

156mph

3

1417kg

3130kg

340 miles

Popular with air ambulance and police services around the country, and with good reason.

★★★★★

ROAD AMBULANCE

Various

2.5-litre diesel

About 150bhp, as a rule

80mph

2

1000kg approx

Erm...

500 miles approx

Can't fly, but by gum there are times when you'd still be impossibly happy to see one.

★★★★★

TESTERS' NOTES



MATT PRIOR

You can't hear a great deal when the helicopter is airborne, but there's less vibration than expected. Only on approach to landing was there a shimmy through the cabin.

SPEC ADVICE

If you're going to spec an air ambulance, you might as well spec it like this one. And crew it like this one as well.

Verdicts on every new car, p150



'It takes one race to spot someone who's got it'

Bill Sisley has been plucking top talent from the UK's karting scene since the 1970s. Steve Cropley finds out how he does it

PHOTOGRAPHY MALCOLM GRIFFITHS

If there were a world championship for spotting top driving talent, Bill Sisley would be a serial winner. Drivers chosen by Sisley for their ability behind the wheel – often spotted before their 10th birthdays – have gone on to win multiple Formula 1 world titles and dozens of grands prix. Others have become IndyCar champions or reached the highest echelons of world sports car racing.

The parade of Sisley stars began in the 1970s with Johnny Herbert and then expanded through the 1980s and 1990s with Jenson Button, the late Dan Wheldon, Lewis Hamilton, Anthony Davidson, Gary Paffett and Bill's own son Tom, who was as good as any. All came to prominence very young and many are still racing.

"You can see talent at the very beginning, if you know what you're looking for," Sisley says. "Driving ability doesn't change. A star is a star from the beginning, but you'll never make a slow driver fast. Of course, drivers learn to race better as they gain experience, and the clever ones – Nico Rosberg is a great example – learn to channel their talent. But it takes just one race to spot someone who's really got it."

So sure is Sisley's judgement that even today, 62 years old and semi-retired, he is still approached by parents who believe he can help their kids join the greats. Sometimes they offer big money, but Bill always demurs. "I've only ever done it once,"



Ron Dennis first met Lewis Hamilton here in 1996

he says, "when Bernie Ecclestone asked me and I did it for obvious reasons. But it didn't work out too well; the guy couldn't drive."

Sisley believes his knack as a talent spotter has come about through a life-long immersion in the sport; time spent as a driver, mechanic, manager, dealer and →



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DMS 1M (EVO MARCH 12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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AUDI RS4 B7 / R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+BHP
AUDI Q7/A8 4.2 TDi » 400+BHP

BMW
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i / M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ
A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400/C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 BI-TURBO ALL MODELS » 690+BHP
'500' 4.7 BI-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
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RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
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» 240+ BHP

POSCHE
997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC
FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GHIBLI 3.0S PETROL » 470 BHP
MASERATI GHIBLI 3.0 PETROL » 400 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
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**Anthony Davidson
was “a tiger”,
according to Sisley**



Lewis, the boy race



Class of '91 included 'Famous Five' of Button, Davidson, Wheldon, Paffett and Tom Sisley; lads were always joined by their dads; Bill's son Tom was as quick as any of his peers.

← promoter. It began in the 1960s when his father drove stock cars and introduced him to karting for fun. At the time, his parents were paying big money to send him to public school and hoped he'd go to university.

"My contemporaries went to Oxford and Cambridge, and I suppose I could have done," he says. "But I was mad on motorsport and not very academic. So I left school and went to work for a family friend, John Brise, who had a karting and racing business. That caused some awkwardness, I can tell you."

By 18, Sisley was a Formula Ford mechanic working for John Brise's son, Tony (later to die with Graham Hill in an aircraft accident). By 21, Sisley was married and still racing karts, but he had set up his own business selling spares around the country from a Transit van. It worked so well that after a couple of years he was able to set up the nation's first 'smart-looking' kart shop in Swanley, Kent, making good use of the head his wife, Penny, had for business.

Sisley started making his own karts – Kestrel and Cobra brands – and exporting them around the world. Production climbed to 500 in

the best year, and Sisley karts won 10 British championships.

During that time, Johnny Herbert came along. "His dad reckoned he was a future world champion – all parents say that – but he seemed a nice lad, so I asked to see him drive," recalls Sisley. "They claimed he hadn't driven before, but after a couple of laps you could see he had something special: no fear, good control, loads of speed. In races, he showed he could overtake without crashing. So I started running him and he won everything in sight.

"I had two motives for helping the Herberts. First, it helped sell karts. If a manufacturer wins races with an unknown driver, it looks good. Second, he was a good kid with huge talent and the right attitude."

Soon, Herbert was a fixture at Sisley's place, even working in the business. When he won the British 135cc championship – about as far as you could go – Bill used racing contacts to get him "looked at" by a top Formula Ford team. They liked him, and when he won for them his journey to F1 began in earnest. Today he and Sisley are firm friends.

When a good offer for the whole

business came along in 1984, Sisley decided on a change of career. Now a father of two, he sold up and retired from racing (having done 400 events and been in the top three of the British championship no fewer than 10 times). He also accepted an offer to run Brands Hatch's corporate karting business and began negotiating for a lease on Buckmore Park, then a short, undeveloped track used for fun by the local Scouts, with a view to building it into the fully fledged leisure business it has become today.

At Buckmore, Sisley began to build his band of post-Herbert protégés, the task aided by a change that lowered the driving age from 11 to eight and introduced a new Cadet class. He always had four or five good kids on the books but especially remembers the crop of 1988, which grew into a Class of '91 that included a group so accomplished they became known as the Famous Five: Anthony Davidson, Jenson Button, Dan Wheldon, Gary Paffett and Tom Sisley. It was always a 'dads and lads' affair: Jenson and John, Anthony and Dennis, Dan and Clive, Gary and Jim, plus the Sisleys. The other major player in the development of young

talent at that time was the late Martin Hines, whose Zipkart team was in competition with Sisley – not that it stopped the pair from being friends.

"If a driver's good," says Sisley senior, "he'll drive on the racing line from his very first lap. The best drivers, even the young ones, seem to understand what produces speed, whereas most have to be shown it. Smoothness is another component. And a lack of fear as they go faster.

"When they start racing, there are several key points. One is how they drive the first lap. You know how horrific karting first laps can look: 28 cars attack the first bend and 22 come out. The good drivers make up six places and hardly ever crash.

"Then there's how they overtake. The best drivers find ways to overtake where others can't, and if possible they put the following driver in a position where he has to back off. Lewis Hamilton was exceptional at overtaking even as an eight-year-old

"Anthony Davidson was brilliant, the best of the '91 group. He's a tiger, so he always made up most places on the first lap. He's one of those drivers who can make a poor car look good, to me the ultimate test of ability. It's →

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◀ a crime that he never raced in F1 in good machinery. It's a crying shame.

"Jenson Button always responded best to very well-prepared, balanced karts. If his kart was right and he got into the lead, the rest of us might as well pack up and go home because he never made a mistake. That's how he is to this day. He was – and is – a very likeable person. He still has time for a chat whenever I see him.

"Dan Wheldon was Mr Super-Smooth. He always had good equipment and was very consistent once he got going. He tended to be more careful at the beginning than the likes of Davidson, but he had a good, economical driving style – and was obviously extremely quick. His skill was good enough to win him the Indy 500 twice, and he was a lovely guy. We were all absolutely shattered when he died.

"Gary Paffett was also very consistent. In karts he may slightly have lacked the first-lap aggression that characterises some of the others, but he was good and has proved it repeatedly by being McLaren's F1 reserve and test driver until last year, and by racing DTM cars so well for the past nine years.

"Tom Sisley, my son, was as quick as the best of them. He was consistent, too. He won everything up to Formula Renault, but we moved to F3 on a cheap deal, because we



Jenson Button was unbeatable once he got into the lead

lacked the money to pay for anything better. I always kick myself for not having done a better job with my own son's career – his ability deserved it – but he's happy in business these days and doing well."

Sisley reserves a special mention for Hamilton, whom he knew as a cadet driver and watched a great deal, because he was son Tom's main opposition in his Formula Renault days. "I saw him get into a kart for the

very first time, I saw his first race and I was also there the day he met Ron Dennis for the first time, which led to his deal with McLaren.

"There's no doubt he's a fantastic driver. The first time he drove a kart, he took the racing line; it was obvious he was a natural. He started his first race at the back, as new drivers always do, and straight away he started passing people. It was obvious how good he was going to

be. He was quick – could drive the wheels off anything – but in his younger years was a bit wild. If things weren't right, he'd try so hard he could drive it right off the track."

What about drivers who didn't make the big time but should have? Sisley's ultimate example is Terry Fullerton, named in the film Senna as the Brazilian's greatest rival and nowadays a successful driver coach. He drove Buckmore just a few weeks ago, says Sisley, and though he hadn't been on the circuit for 15 years, you could still see signs of greatness.

"Terry was phenomenal," says Sisley. "I saw him race Senna at Nivelles, Belgium, and he was the best. Lots of natural flair and quick everywhere. He could drive anything and was the best overtaker I ever saw. He could beat Senna, and Senna knew it. The day I saw them, Senna just sat in the corner and sulked.

"Why didn't Fullerton progress? Several reasons. People say he was a bit of a tricky character. His brother had been killed in a motorbike accident, so his family can't have wanted him to progress to a big-time racing career. And his father was a teacher, so there probably wasn't any money. But he was definitely the best I've ever seen."

» Top 10 motorsport moments of 2015 p84

Bill Sisley has spent his life immersed in the motorsport world



Motorsport moments of the year

British drivers didn't do too badly in 2015, with winners at Le Mans and in the WRC – and an F1 champion to boot. **Matt Burt** looks back at some of the year's motorsport highlights



PORSCHE AT LE MANS

Fast but fragile in 2014, the German manufacturer honed the 919 Hybrid's technical package to perfection for this year's 24-hour race. After a sometimes fraught dice with sister marque Audi – including a few instances of bodywork bashing between the rival cars – Nico Hülkenberg, Earl Bamber and Britain's Nick Tandy pulled clear for Porsche's 17th outright Le Mans victory and its first since 1988.



HAMILTON vs ROSBERG, SEASON 2

The bitterness that simmered between the Mercedes team-mates throughout the 2014 season was even less well concealed this year. Moody post-race body language spoke volumes, culminating after the US GP when Rosberg angrily threw back a Pirelli podium cap that winner Hamilton had flippantly tossed to him.



KRIS MEEKE WINS IN ARGENTINA

Britain had been bereft of a winning driver in the WRC since the glory days of Colin McRae and Richard Burns until Meeke made amends in Argentina. Having slogged for years to get a proper chance in the top flight, the Citroën driver came good on the promise he had shown during his formative seasons in the sport.

ST MARY'S TROPHY, GOODWOOD REVIVAL

Thrilling proof that historic racers aren't just pottering around at eight-tenths. Gordon Shedden, Andrew Jordan and Frank Stippler staged a titanic battle for the lead, only for Tom Kristensen to pip them all at the flag after charging through from the back of the grid.





DUNLOP MSA BTCC SHOWDOWN

The three-race showdown at Brands Hatch started as Gordon Shedden versus Jason Plato, Matt Neal and Colin Turkington. It was whittled down to Shedden versus Plato in the final race, but while the Volkswagen-driving Plato started from second, Shedden was 19th on the grid. Plato won, but Shedden charged through to claim the fourth place he needed for the title.



FORMULA E ELECTRIFIES LONDON'S BATTERSEA PARK

The summer brought the surreal sight of whisper-quiet racing cars to the narrow, bumpy access roads around one of London's tranquil green spaces. It was a valiant effort to take motor racing to the capital's people – something F1 had tried and failed to do in the past. The racing was better than expected, too.

JUAN-PABLO MONTOYA WINS THE INDY 500

Former Formula 1 star Montoya's dream of winning the iconic US oval race for the second time appeared to be in tatters after he dropped down the field with damage. But in the closing stages he fought back into contention, finally coming out on top in a scrap with Scott Dixon and Will Power.



SEBASTIEN OGIER'S PAIN IN SPAIN

The French driver had already trousered the 2015 WRC title and was cruising to his eighth win of the season in Spain when he speared into a barrier on the final test. To his credit (although his team bosses probably didn't see it that way), he admitted he was pushing hard "for the fun of it".



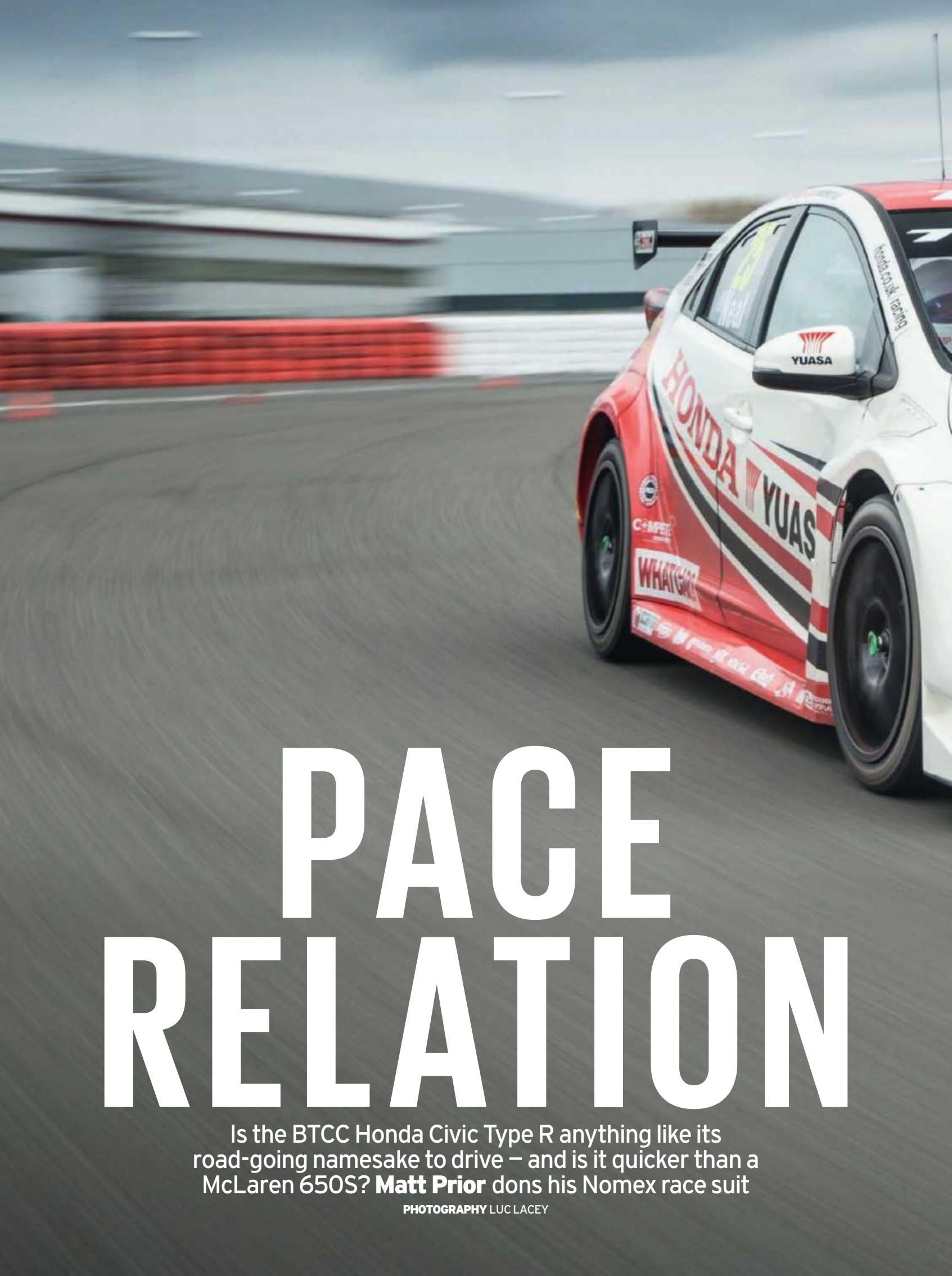
SOLBERG BEATS EKSTROM AT LYDDEN

Just four-tenths of a second separated two of motorsport's greatest all-rounders at the end of the frantic finale to the World Rallycross event at Lydden Hill in Kent. The short, no-holds-barred races proved popular, with the event drawing the circuit's biggest crowd for years.



ROSSI vs MARQUEZ IN MOTOGP

The meltdown that occurred between Marc Marquez and Valentino Rossi was Vesuvian, especially when the pair clashed in Malaysia.



PACE RELATION

Is the BTCC Honda Civic Type R anything like its road-going namesake to drive – and is it quicker than a McLaren 650S? **Matt Prior** dons his Nomex race suit

PHOTOGRAPHY LUC LACEY





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This isn't unusual. Not many people who aren't Matt Neal drive Matt Neal's racing car, but the casual nature with which he hands it over is, in my experience, fairly standard. Racing car drivers are more relaxed about their cars than their race engineers are. I suppose it stands to reason. Neal is used to taking his Honda Civic out in the middle of a pack of other British Touring Car Championship cars and it's a series not renowned for upholding the mantra that racing is a non-contact sport.

There is a very good reason that, in addition to an extremely wide rear-view mirror above my head in the centre of the cabin, there are mirrors by the side windows that do precisely the same as the door mirrors do. Because the door mirrors might not make it past the first corner.

Anyway, Neal's briefing is... er... brief. I'm allowed to have a go in this car because we've prepared a video shootout between it, a McLaren 650S and a British Superbike Championship race bike (see separate story, p93) and there's just enough time for me to have a few laps of Silverstone's Stowe circuit.

What I want to know is just how different a

The first huge difference between road and BTCC car is the driving environment

BTCC car feels to a regular Honda Civic Type R. The shape is pretty much the same, after all, they're both front driven with a limited-slip differential, and such is the nature of a modern hot hatchback that the Type R isn't a million miles away on power from a BTCC racer (not that anybody really likes to tell you exactly how much power their racing car makes). The first huge difference between road and BTCC car, as with so many race cars, is the driving environment. Race teams start with a production car, but take everything out, modify the body, lighten everything, weld in the cage, and only then start putting things back in again, although not necessarily in the same place they started.

And not, obviously, the same things that they started with. BTCC regulations ensure that every team has the same front and rear subframe and suspension: proper adjustable double-wishbone kit. Gone are the days when you had to keep a derivative of whatever the standard car had.

There are pretty fierce controls over the engine specification, too. And if there isn't an engine in the production range that suits the 2.0-litre turbo spec, then BTCC will sell you a control 'TOCA' engine, unbranded and built by Swindon Engines, →



Neal (on left) gives Prior a quick run-through of what's where and how to make best use of it; large rear-view mirror and low seating position give excellent rearward visibility



Steering wheel buttons aren't for the hi-fi system here



Centre-lock 18in wheels are standard for all BTCC cars



Car looks stripped out but minimum weight is 1280kg



Track Days

Silverstone International	Sat 30 Jan	£169	Zolder	Tue 23 Aug	£249
Donington Park	Sun 31 Jan	£169	Zolder	Wed 24 Aug	£249
Silverstone GP	Mon 22 Feb	£199	Mettet	Thu 25 Aug	£149
Anglesey Coastal	Sat 27 Feb	£129	Mallory Park	Fri 2 Sep	£149
Donington Park GP	Sat 12 Mar	£229	Donington Park GP	Thu 22 Sep	£249
Silverstone National	Mon 14 Mar	£169	Spa-Francorchamps	Mon 17 Oct	£299
Anglesey GP	Sat 19 Mar	£149	Spa-Francorchamps	Tue 18 Oct	£299
Rockingham Int.	Mon 28 Mar	£149	Croix en Ternois	Wed 19 Oct	£149
Anglesey Coastal	Sat 9 Apr	£149	Silverstone GP	Tue 1 Nov	£229
Spa-Francorchamps	Tue 19 Apr	£299	Brands Hatch Indy	Mon 7 Nov	£149
Croix en Ternois	Wed 20 Apr	£149	Oulton Park	Wed 9 Nov	£149
Anglesey GP	Mon 2 May	£169	Donington Park	Sat 19 Nov	£199
Donington Park	Wed 11 May	£229	Mallory Park	Sat 3 Dec	£129
Cadwell Park	Thu 16 Jun	£149	Silverstone National	Sun 4 Dec	£169
Donington Park evening	Mon 20 Jun	£129	£30 discount valid for all track days booked before the 1st Jan 2016	Club & Grand Prix Annual Memberships available with savings of up to £400	Star Driver Masterclass events run by Mike Wilds & Matt Neal
Mallory Park	Fri 8 Jul	£149			
Donington Park GP	Mon 25 Jul	£249			
Snetterton 300	Wed 27 Jul	£149			
Donington Park evening	Mon 8 Aug	£129			



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← although I suspect it offends a manufacturer's ego to take one. Honda, unsurprisingly, develops its own. Power of anything on the grid seems to sit somewhere around 350-370bhp and the regs produce such close racing that it brings in the punters and costs door mirrors on the first corner.

I'm slightly taken aback by the quantity and size of mirrors as Neal introduces me to the cockpit. You get a decent view backwards from a seat that's much lower and a touch more central than in the production car, and there's a space to your left for the success ballast that winning cars are given.

But – and this is pretty normal on race cars – the driving position means that the BTCC Civic, despite being little different externally from the regular car, feels an awful lot bigger, with harder-to-gauge edges. It doesn't help that Neal is about 6ft 6in tall and these aren't seats that slide on a runner. The team find me some padding but I still feel a bit like a toddler in a dodgem. Still, I can tell it's a terrific driving position: floor-mounted pedals, wheel nice and close, with the lever for the sequential 'box (another standard BTCC spec) close to my left.

Talking me through it is where Neal is very relaxed. He lends me a pair of earphones so I can be

Because it's turbocharged, quite a lot of acceleration is available through the mid-range

called back into the pits, then runs me through the controls: there's an electric master switch, ignition and start button; he tells me to use the clutch for getting away but ignore it afterwards, that the engine won't overheat, not to worry too much about how many laps I'm allowed... and that's about it. "Have fun." Righto.

A thing I've noticed about race cars: the steering is often quite light, by road car standards. It is here, too; city car light. The clutch has a typical road-going sports car weight, the brakes want a relatively firm shove and the throttle has a linear, lengthy travel. Because the motor is turbocharged, response isn't as whizzy as that of some racers.

It is strong, though. But with less than 400bhp and a minimum race weight of 1280kg, it's not the straight-line speed that blows you away.

Not that it doesn't feel fast in a straight line, mind you. Of course, it does. More so than you'd think, given the relatively modest output. It feels more urgent, for example, than a Mercedes-Benz A45 AMG. That there are straight-cut gears, presumably very little driveline friction, quite a lot of traction once there's a few degrees of heat in the tyres, and few energy losses given away to body →



You sit lower and more centrally than in a regular Civic



This Civic Type R shares little with a road-going version



Pedals are floor mounted; clutch is for getaways only

← movements mean that it always feels strong. I guess if you'd warmed everything up, it'd be a four-point-something car to 60mph.

Because it's turbocharged, quite a lot of acceleration is available through the mid-range, and the firm rev limiter is set at a modest 7000rpm. Unlike some turbos, it pays to take it all the way there, at which point Neal recommends a firm, quick pull back on the lever to make an upshift, because the throttle gets cut at the same time and it'll stutter if you dawdle. There's no auto blip on downshifts. Unless you're in a dead straight line on a perfectly smooth piece of track – and sometimes even then – there is oodles of torque steer. More than in any road car I've driven, up to and including a Mk1 Ford Focus RS. Which is, at first, quite disconcerting, almost making the car quite hard to place. Retain a firmer grip on the wheel and it's fine, but the Civic is not a car to drive with your fingertips.

Some people say that it's the braking that underlines the performance of a race car. I'm not sure I've ever felt that, probably because I'm not good enough at doing it. It's the tyres that have the performance in them rather than the brakes,

Unless you're in a straight line on a perfectly smooth piece of track, there's oodles of torque steer

I think: a supercar on carbon-ceramics and with ABS gets so much efficiency out of its tyres that it's quite remarkable. A race car, to me, just feels quite impressive until it locks up. Although, of course, if you're a triple BTCC champion like Neal is, the Civic's braking is remarkable, to the extent that he'll adjust the brake bias mid-lap, perhaps a few times, to get it set up for slower or faster corners.

Corners are where I find the big road/race car difference is. Neal tells me that his Civic will go a bit light at the rear as you trail the brakes in, making the most of the rear tyres' ability to add to the overall cornering force. I'll be honest: during my laps, I feel the back end helping it turn only once or twice, because the amount of both tyre and aerodynamic grip takes a while to get your head around. Do it and the balance reduces the amount of lock you need to apply, which, in turn, helps put the power down again. And then it feels mega.

Finding that point a couple of times in a few laps feels like a win. Doing it every corner of every lap, when there are 29 other drivers around you and the top 10 are divided by less than half a second in lap time? No wonder Neal doesn't think a few exploratory laps are a big deal. **A**





The 650S accelerates faster than the Civic but the Honda reels it in through corners and can exit with sufficient pace to reduce the deficit to the McLaren on the straights

BTCC Honda Civic vs McLaren 650S vs BSB Honda Fireblade

Just how fast, then, is a BTCC racing car compared with a fast road car and, for good measure, a BSB superbike? Not entirely by coincidence, we had all three at Silverstone's Stowe circuit on the day I drove Matt Neal's car. For the purposes of this test, though, Neal stuck to his own Civic, BSB riders Jenny Tinmouth and Dan Linfoot were on their respective Honda Fireblade superbikes, and I was in the road car, a McLaren 650S.

For what is an exceptionally habitable road car, the 650S makes for an extraordinary track machine. The small Stowe circuit has a number of short corners, which give more opportunity to brake into the apex as the McLaren prefers, to quell any understeer and provoke the rear, giving it a lovely, exploitable balance on the way out of corners. Its carbon-ceramic brakes are pretty much untouchable by road car standards, too. In my hands, it lapped the Stowe circuit in around 1min 9sec.

Next to the McLaren,



McLaren 650S carries more power and less weight than the BTCC Honda

Neal's BTCC car is down on power, isn't all that much lighter and is certainly no slipperier, so in a straight line the 650S pulls away. But what a road car can't do is stop or go around corners like a BTCC car, particularly one with a triple BTCC champion at the wheel. So even though I begin with a head start and on the circuit's short straights can see the Civic receding slightly in the mirror, it takes only a few corners strung together for the Civic to loom large behind the McLaren. Such is the Honda's ability to put its power down on the way

out of corners that on the short straights it doesn't get dropped much, either. It is around two seconds faster than the McLaren around the Stowe circuit as a result.

But neither can beat the motorcycles. Like the McLaren, they would also prefer a longer circuit, to deploy their 200bhp or so fully; but on slicks and racing brakes, the road-derived superbike is still – just about – quicker than the BTCC car. The car stops more quickly and retains a higher cornering speed, but over a lap of Stowe, there's around a second in it.



It's Neal in the Civic, Prior in the 650S and Tinmouth and Linfoot on the bikes; shorter circuit favours the Civic

The 20 used cars of Xmas

Whether you have been naughty or nice this year, it's still worth asking Father Christmas for the car you really, really want to drive. There are so many great used cars out there and many of them represent excellent value for money.

Just think how much happier you will be with a sports car than, say, a pair of hand-knitted socks. And why fill a stocking with chocolate money and satsumas when a dinky little supermini would be a much better present (to yourself)?

Just remember that a good used car is not just for Christmas. It will most likely keep you entertained at least until the MOT runs out.

We politely suggest that you leave this page open in a prominent position in your family home, just in case Santa doesn't get the message.
James Ruppert



20



Santa's grotto Super-saloon

If you were sitting on Santa's lap and he asked you what you wanted for Christmas, chances are you'd want a bit of everything. You know: supercar fast, comfy, room for all the family and dead sexy to look at. Well, that would have to be a BMW M5. The only conundrum is whether to go old school or newer school.

OUR PICK 2001 BMW M5, 100,000 miles, £8499

19



Luxury hamper Luxo-barge

Yes, a bit of this, some of that and plenty of luxury, please. If you are going to enjoy Christmas in any meaningful way, you really need a great big, comfortable settee on wheels, ideally with four-wheel drive. A firmly upholstered Audi A8 quattro would be truly wonderful, and on the right winter tyres, it will be more than capable in the ice and snow.

OUR PICK 2004 Audi A8 4.0 TDI, 90,000 miles, £5000

18



Christmas cracker Super-coupé

It depends on your definition of a 'cracker', but surely something that looked like an Aston Martin would be a good start. Spectre got us all excited about Astons and Jaguars and Land Rover Defenders, but no one can afford a DB4 or DB10. If you're on a budget then it's a DB7. If you want to use it beyond Boxing Day, a DB9 (for lots more money) is better.

OUR PICK 2005 Aston Martin DB9, 60,000 miles, £36,999

17



Frosty the Snowman 4x4

If last year was anything to go by, we are going to need some help getting through the snow drifts to get to all those parties we've been invited to. In the real world, it should be a Toyota Land Cruiser. If you are serious about getting anywhere in adverse conditions, you should accept no substitute, even with 200k miles on the clock.

OUR PICK 2004 Toyota Land Cruiser 3.0D, 220,000 miles, £5500

16



Christmas pudding MPV

Big and a bit stodgy but oh so filling. Yes, there are times when we need to stuff not just the family inside, but friends, pets, luggage and pressies, too. Lots of pressies. The Seat Alhambra is well equipped and big enough to get all the visiting relatives to the train station on the day after Boxing Day.

OUR PICK 2004 Seat Alhambra TDI SX, 120,000 miles, £2600



15

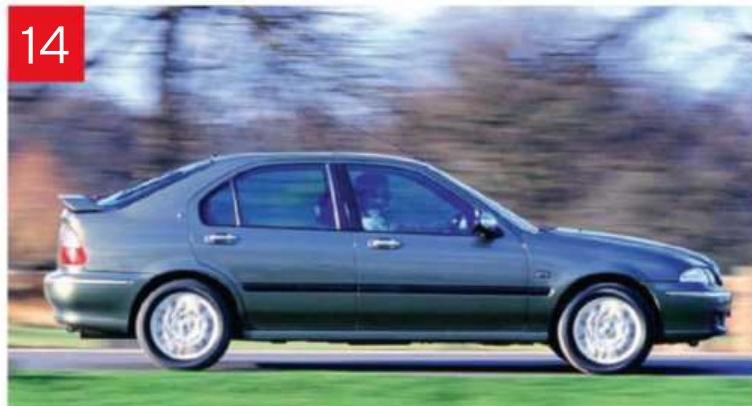


Stocking filler City car

It's all very well getting these exciting cars, but all we really need is something for buzzing down to the shops on a frantic last-minute mission to get brandy butter and turkey stuffing. For such tasks, there's nothing better than the frankly quite brilliantly bonkers Toyota iQ, which will do a claimed 65.7mpg, leaving you spare cash to spend on food and presents.

OUR PICK 2010 Toyota iQ 1.0, 69,000 miles, £3000

14



Christmas turkey One to avoid

There's always one, isn't there? We won't name names, but just imagine you bought a [insert most old bangers here] and you found out that it had a blown head gasket. So be very, very careful out there. Ask your garage to do a colour change test to see if there are exhaust fumes in the cooling system. Or just look at the coolant for white paste and the oil for any moisture.

OUR (CAUTIOUS) PICK 2003 Rover 45 1.6 Club, 126,000 miles, £495

13



A bit of tinsel Coupe

Something a bit blingy, but great value? That would be a Mercedes-Benz CLK, then. These are incredibly cheap now and an early model should have had any problems sorted out by previous owners. Seek out a convertible if you feel optimistic that the new year will be bright and dry. Certainly, you should have enough money left over to spend on a set of chrome wheels.

OUR PICK 2002 Mercedes-Benz CLK500, 114,000 miles, £3500

12



Santa's little helper

Supermini

We all need a little hatchback that we can rely on to run the errands, do the shopping and just keep on running over the Christmas period. The Honda Jazz will perform that role perfectly. It will also give you around 50mpg all day long and, of course, a Jazz is as reliable as Rudolf.

OUR PICK 2010 Honda Jazz 1.4 Si, 35,000 miles, £5495

Stocking filler

There's nothing better for a last-minute run to the shops than a Toyota iQ

Basic bauble
Nothing fancy, just five doors, a lot of kit and a low price: that would be a Mondeo

11



Fairy on the tree Tiny coupé

A cute little roadster could make a loved one very, very happy. There is certainly no shortage of bijou CCs around these days, but one of the most overlooked is the Daihatsu Copen. These are wonderfully buzzy little things, and they don't just look great; they rarely break down, either.

OUR PICK 2006 Daihatsu Copen, 47,500 miles, £2950



10

Basic bauble**Family car**

Nothing fancy, just five doors, a lot of kit and a nice low price please, Santa. That would have to be the very-nice-to-drive-and-live-with Ford Mondeo. We would go for the estate, which has absolutely bags of room. Titanium specification will give you everything you really need. There's even a heated screen, which is the best invention ever to deal with frosty winter mornings.

OUR PICK 2008 Ford Mondeo Titanium Estate, 125,000 miles, £3500



9

Donner and Blitzen Noisy supercar

TVR is trending, so be ahead of the rejuvenation curve. Almost as old as Santa himself, the TVR Cerbera would be a truly wonderful addition to the frontline reindeer team. Pretty unwieldy on ice, although never less than fun, this great big noisy toy will make you the centre of attention well into 2016 and beyond.

OUR PICK 1999 TVR Cerbera, 45,000 miles, £16,999



8

**Pantomime dame Big luxury**

Although Jaguar's design has moved into the 21st century now, there is absolutely nothing wrong with an older XJ, which continues to look the luxury car part and now has a low, low price to match. Even the previous-generation, aluminium-bodied one is truly affordable. Spoil yourself.

OUR PICK 2006 Jaguar XJ6 2.7 TD, 110,000 miles, £6995

7

**Mince pie Compact MPV**

Some things are perfectly packaged, like a mince pie. So are some vehicles, like compact MPVs in general, and the Citroën Xsara Picasso has to be the best-value example out there. It doesn't need to seat seven and, thanks to that egg shape, you can cram loads of stuff in it. Plenty to choose from on the second-hand market, too.

OUR PICK 2010 Citroën Xsara Picasso 1.6 HDi, 50,000 miles, £5000

6



Ice Queen Fun 4wd

Four-wheel drive is the recurring theme this year and what better way to go out and enjoy yourself than a Skoda Octavia vRS, which is truly underrated and rather more classy than a Subaru. There isn't a great deal of room in the back, but there is a big front spoiler to plough the snow out of the way.

OUR PICK 2004 Skoda Octavia vRS, 113k miles, £2295

5



Fairy lights Roadster

Something small and lightweight really ought to be a Caterham Seven, but they are a bit pricey and haven't got proper doors or a proper roof. For that reason, we recommend the Toyota MR2, which is light, economical and almost as impractical as a Seven, but with a better hood. At least it is not another Mazda MX-5. These are only going up in value.

OUR PICK 2002 Toyota MR2, 76,000 miles, £2495

4



Snow ball Small 4x4

There are times when you need a pocket-sized off-roader, and we really do think that the Mitsubishi Shogun Pinin is really cute. It is also tough and reliable, even if many think it is not very refined. Off road, though, it is truly brilliant – like a mini Shogun, which it is, of course.

OUR PICK 2005 Mitsubishi Shogun Pinin, 66,000 miles, £2495

3



The Santa clause GT for long distance

Apparently, Santa has it written into his contract that he really must have access to a full-on performance-focused driving machine. He is one of us, you know, and despite his girth, he can chuck a motor about just like he does the reindeer and sleigh. So he needs a Porsche 911 with handy four-wheel-drive traction.

OUR PICK 2007 Porsche 911 4S, 48,000 miles, £35,995

2



Nut roast

The green option

Prove to Santa that you've been good by going hybrid with a Honda Insight. But it depends on whether you are going to do a lot of stop-start driving, or some big miles. For long distance, it has to be one of those nasty diesels. Best to get one from a private seller who is still a bit confused by it.

OUR PICK 2010 Honda Insight 1.3 SE, 63,000 miles, £5500



Fairy lights

The Toyota MR2 is the one we recommend. These are only going up in value

Nut roast

It's best to get a Honda Insight from a private seller who is still a bit confused by it

1

Rudolf the Red

An Italian sports car

A fire engine would be nice, of course, maybe even an ex-Parcel Force Sherpa. But hey, it's Christmas, so let's go absolutely mad and get a Ferrari. As it is Crimble, it can be an FF because we ran one and loved it. It's the closest that Modena will ever get to making a 4x4 and just as practical, because there is room for at least two elves in the back.

OUR PICK 2012 Ferrari FF, 20,000 miles, £149,895



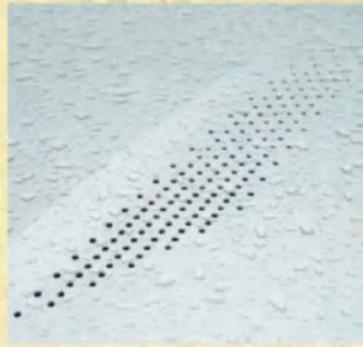
Aston Martin DB10

This is Bond's first bespoke company car, but is it also his best?

MODEL TESTED DB10

- Price £3 million ● Power 430bhp ● Torque 361lb ft ● 0-60mph 5.8sec ● 30-70mph in fourth 8.1sec
- Fuel economy 20.5mpg (combined) ● CO₂ emissions Classified ● 70-Omph 49.1m

I LIKE Kills bad guys ■ Oozes menace ■ Looks the part



PHOTOGRAPHY LACEY, LUC LACEY

The entire body of the DB10 is crafted from carbonfibre, meaning that, at 1560kg, the car is actually slightly lighter than the smaller V8 Vantage on which it's based.

Perforated bonnet provides a post-modern solution to the vexed issue of finding a cool-looking way of getting additional fresh air to the 4.7-litre motor.

Aston Martin calls the distinctive crease that runs along the entire side of the car the 'UFO' line. It makes the car look more distinctive – and more like an Aston.

Headlights look like shards of ice but are actually fully functional. Rumours that they contain metal-piercing lasers have proven to be sadly somewhat wide of the mark.

For the attention of the Quartermaster...

The name's... actually, to hell with all that – you know damned well who I am and why I'm writing this. Your Aston Martin DB10 is now resting at the bottom of the Tiber, from where the authorities of the Metropolitan City of Rome would be grateful if you could retrieve it at your earliest convenience. In fact, they were quite insistent on the subject.

It is there because, I assume thanks to Whitehall cutbacks, you omitted to equip said Aston Martin with the full complement of what your illustrious predecessor referred

to as "the usual refinements". If, for instance, it had had the same sub-aqua capabilities as the Lotus Esprit, which you'd remember as well as I if you actually alive at the time of its creation, I'd have been able to return the equipment to you in the same perfect working order as I returned Wet Nellie to Major Boothroyd, save for the lingering aroma of pilchards.

In the event, and despite your frankly delusional claims about the car's capabilities (see 'Performance' over the page), it turned out that the DB10 was entirely unable to outrun a Jaguar C-X75, providing me with no option but to eject myself (nice



Trip to Rome ended badly for the DB10

touch, that) and leave the car to take its natural trajectory into the aforementioned body of water.

Anyway, I understand from Moneypenny that you have requested a full written assessment of the

car, which, I might add, I consider something of a bloody cheek, given that it was built for 009 and I was only able to steal it because you're not half as clever as you think you are. All I got was a sodding watch.

Nevertheless, I accept it was your sole functioning prototype and it might take even longer to restore to full working order than the DB5, not least because the river police have punched holes in its roof to secure buoys that indicate its location to passing traffic. So because I find myself temporarily between psychotic Bedlamites hell-bent on world domination, I adhere to your request.

DESIGN & ENGINEERING



I have to say you have excelled yourself. In what passes for my heart, I thought I'd never drive another car that suited my temperament as much as the dear old Bentley I owned when my creator first invented me, but I must concede that you have achieved that with this Aston Martin. Were you actually thinking of me when you designed it rather than that scoundrel 009, I might even have been touched. Or as much as a →

I DON'T LIKE Doesn't float ■ Nowhere to store the fizz ■ Not as fast as it looks



● Incredibly thin rear lights use 'light curtain technology', which is a matrix of tiny dots that appear to float inside the light.



● Rear centre high-mounted stop lights in the roofline look incredible but are not feasible for production under current regulations.



● Wheels are bespoke and diamond cut. They carry a fatter tyre than standard, with a 305/30-section Pirelli P Zero at the rear.



● Massive rear diffuser hints at excellent aerodynamic properties. At more than 150mph, the car showed no hint of instability.

ON THE INSIDE



● I love the way that my attaché case fits seamlessly into dashboard. Okay, it's a satchel, but it's still cool.



● Centre console-mounted controller, in reality, doesn't do a damn thing. Almost like they were trying it out for something else.



● Steering wheel design is superb. Let's hope an airbag can fit into such a small central boss and make it into production.



● Switches for launch control and lap timer look very purposeful but seem to have no effect at all. Anyone would think the car was a film prop.



● Design protocols appear to have changed since the DB5; if this is pressed, it is the driver, not the passenger, who gets the free ride to the kerbside.



● Main control toggle is as non-functional as all the other ancillaries. Let's hope Aston uses it on the DB11 – and remembers to wire it up first.

← fictional paid assassin might allow himself to be touched.

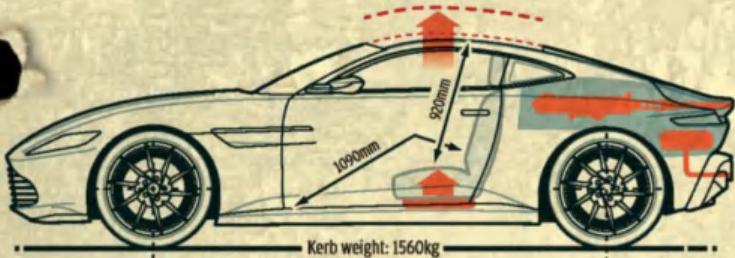
Even so, the balance between Classical Aestheticism on the one hand and fingernail-ripping aggression on the other has been pleasingly realised. When I think back to some of the rubbish I've had to put up with in the past from your department – a four-cylinder BMW Z3? Really? – the DB10 shows that at least there is someone within MI6 who still appreciates that there's more to this mindless killing lark than mindless killing. If you're not going to carry it off with a certain elan, you're not worthy of a Walther, let alone a bespoke Aston Martin.

On that subject, and pain me to do so as it does, I must also applaud the new initiative to design one-off creations for the 00 programme. When I was banned from smoking my specially formulated triple-band Morland cigarettes in the DB5 (apparently some paper-pusher on the fifth floor has deemed it a place of work) I feared the worst, and the only reason I am able to retain the services of my tailor in Jermyn Street is I told M that in my book the very mention of the phrase 'off-the-peg' merited a .32 calibre bullet between the brows. I'm not sure what services 009

has been able to render to precipitate so comprehensive a volte face, but I am confident it has nothing whatever to do with her being the first female 00 in the history of the service.

As for the engineering side, I was if not disgruntled then far from actually grunted to discover a sub-optimal number of cylinders beneath that rather elegant and vast front clamshell. (You might want to let the design chaps at Aston know the world's least secret agent reckons that's a keeper for future road cars.) All my recent Astons have had the full complement of connecting rods, so why not this one? On further reflection, however, I have concluded that it was, in fact, the right choice all along. Never let it be said that 007 is a caveman in a sharp suit lacking all capacity for mental elasticity. Oh, no. In fact, I have had something of an epiphany: I now think a V8 with the correct 90deg crankshaft throw and none of those appallingly arriviste turbo things makes a perfect weapon for one such as me. It has the growling bottom end to hint at a history slightly more blue of collar than might be readily admitted, but with the breeding of twin overhead camshafts per bank operating four valves per cylinder. In →

HOW BIG IS IT?



VISIBILITY

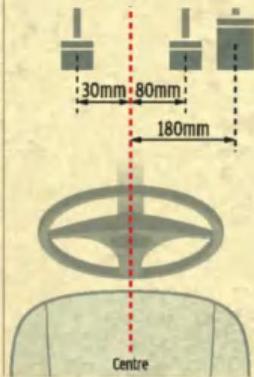
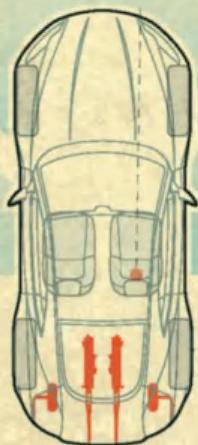
Not good enough when Mr Hinx is on your tail in a C-X75. Are multiple cameras providing 360deg visibility on a 12in screen really too much to ask?

HEADLIGHTS

Better than you'd think, given the narrow aperture, and more than adequate for skidding around suspiciously well-lit Roman streets at night.

WHEEL AND PEDAL ALIGNMENT

The boffins in Q branch say the 00s need short leg, long arm driving positions. Something to do with simian mentalities, apparently. This one is fine.



● Front seats look properly gorgeous but are also well shaped and supportive enough to locate a spy's backside under maximum lateral g loadings.



● The bootlid is entirely non-functional. It does not open, period. There is no way of looking in the boot and finding out what, or indeed who, I've put there.



● One drawback for Q to address, and sharpish: the windows don't operate, so if you want to take aim at someone outside, you must open the door like this.

fact, the V12 now seems almost louche by comparison and, before you say it, I may be many things but louche is not among them. A libertine at times perhaps, but never louche.

And finally, a word about the gearbox. Again, my compliments to whomsoever made that decision – I believe it was a Mr Mendes? I informed your predecessor the day he presented me with my first Vanquish that I thought paddle shifts represented the very essence of new money and were, as such, entirely unbecoming a 00. How can even a humble civil servant like me hope to be taken seriously by the global criminal community when forced to change gear with namby-pamby little flicks of my nicotine-stained fingers? Thank God Blofeld didn't reappear until you had reconsidered your strategy and put a clutch back in the footwell. Forced to choose between getting the laser treatment on the crown jewels again or being the butt of a tortuously laboured

transmission-themed gag from a master criminal with a sideline in sledgehammer humour, I say show me the table and I'll strap myself to it. And yes, I know that was Goldfinger, but at my age I must be allowed to mix my megalomaniacs from time to time.

So from now on, it's three pedals only and a lever I can punch about the gate like it's Hervé Villechaize's face, understood?

INTERIOR



A tricky brief, broadly well realised but with some notable and, to be honest, really rather disappointing exceptions.

Now that I'm in my mid-90s (so ancient, indeed, that I can't remember when I was born but most authorities agree it was around 1921) a certain old English traditionalism should be allowed without ever

creating the impression that I am some kind of dilettante, Sobranie-smoking lounge lizard. This is a note struck to perfection by the use of leather. But at the same time, I must be seen to be embracing modernity and I find much in the carbonfibre accents that speaks well of my cold, hard character and monochromatic outlook on life.

The dials are excellent, too, and prove a point lost on Aston Martin these past dozen years, namely that it is entirely possible for an instrument panel to be stylish and easy to read, all at the same time. But I'll reserve the closest I come to real praise for the steering wheel, whose rim shape and thickness fit my hairy knuckles to perfection. However, I'd lose all the buttons mounted on the wheel: I have no desire to be seen trying to emulate those pasty-faced, lily-livered, message-wedged Armco-dodgers who pass for racing drivers these days.

And now the less impressive

aspects, the least of which was the near-terminal consequences of someone forgetting to load the machine guns. I'm actually more annoyed about the lack of stowage space on board. In the light of the smoking ban, I suppose I must accept the deletion of the humidor, but there's not even anywhere to chill the Dom Pérignon. Need I remind you that the last time we spoke on this subject, you promised me that the champagne would be kept in a computer-controlled, gyro-suspended, independently cooled centrifuge that would match in exact, equal and opposite measure every movement of the car, so that even if said car spun through 720deg, not a single bubble would be released from the precious liquid. Q, it hasn't even got a bloody cupholder.

Finally, there are the windows. Which genius thought it a good idea for them not to open? I have suffered some indignities during my time in the field (see 'crown jewels', above)

TOP SECRET

TRACK NOTES

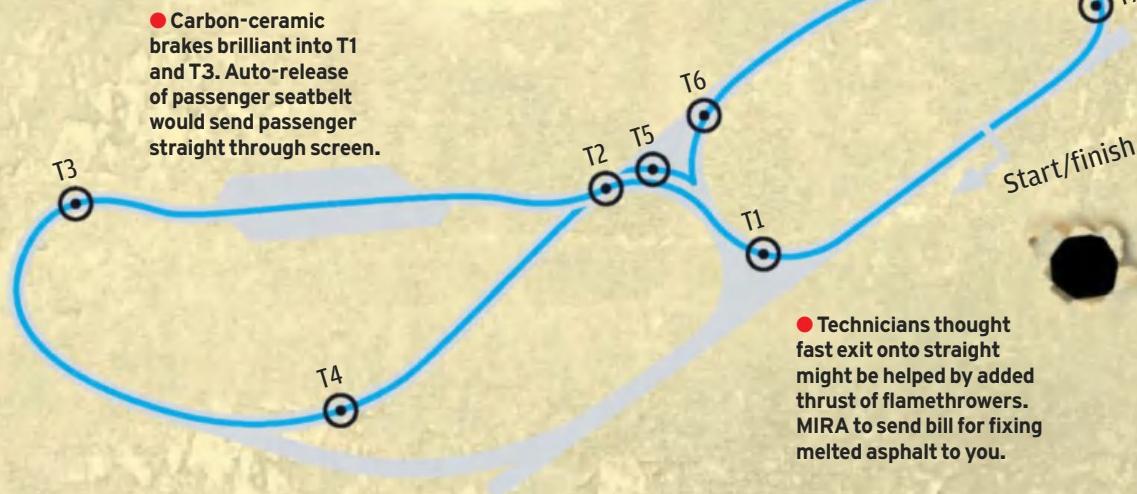
This is where I talk about understeer and oversteer, right? Not today, kiddo. To me, the rather important question is could I set the cruise control and then steer it with my feet while perched on the roof locked in a life and death struggle in an entirely implausible location with an opponent of quite exceptional size, ugliness and stupidity? And on balance and so long as the window issue referred to elsewhere can be resolved, I'd say that I could.

If we must talk about drifting, of course it does: it's a rear-wheel-drive Aston Martin with a big V8 at one end and a limited-slip differential at the other. You could drift it if you were old enough to take a driving test.

HANDLING CIRCUIT

Aston Martin DB10
1min 19.3sec
Jaguar F-Type V8 S
1min 14.2sec

● Technicians reported excellent stability in fast, blind T4, resulting in driver being stirred, not shaken.



ACCELERATION 12deg C, dry

Aston Martin DB10

Standing quarter mile 12.8sec at 110mph, standing km 27.0sec at 139.8mph, 30-70mph 4.2sec, 30-70mph in fourth 8.1sec



Aston Martin V8 Vantage (2005)

Standing quarter mile 13.5sec at 107.8mph, standing km 24.4sec at 139.2mph, 30-70mph 4.2sec, 30-70mph in fourth 8.6sec



BRAKING 60-0mph: 2.77 sec



It's tailor-made to cut a dash, rather like one of my suits



but none compared to having to open the damn door to chat to the charming senorita in the Kamm-tailed 1750 Alfa Spider parked next to me in one of Rome's famous traffic jams. She actually laughed at me, and although I could hardly blame her, you may find when you open the boot of the DB10 that Miss Lynd is now no longer the only object of my affection to meet with a watery end shortly after having crossed Bond.

PERFORMANCE



Sometimes I really do wonder, Q. When you told me it did 0-60mph in 3.2sec, were you just trying to wind me up because at the time you thought I'd never get to drive it, or have you spent so much time in the laboratory that you and the real world are now as strangers to each other?

I got really excited about that – in an entirely cool kind of way, you understand. But what did it do on the test track? Yes, 5.7sec. I reckon the 2CV was quicker than that rolling down the hill.

In the interests of fairness, I must concede that the tests were

conducted in less than ideal conditions, by a pair of perhaps larger than average technicians hobbled by a non-functioning revcounter, a slightly slipping clutch and a keen awareness that breaking the car would result in the publication of several blank pages in a well-known weekly car magazine. They estimate that, in ideal circumstances, the car would have at least matched the 4.6sec claimed for the standard V8 Vantage, upon whose internals, I am told, the DB10 is actually based, but that 3.2sec would require almost as great a leap of the imagination as an invisible Vanquish, a tiger sitting on command, a parrot being used as a plot device and Denise Richards playing a nuclear physicist.

However, your staff must be commended for providing such an impressively broad torque band from the 4.7-litre engine, a far more useful tool to an agent in a hurry than a theoretically higher peak available only for one revolution, just before maximum power. The technicians were struck in particular by its ability to travel from 50mph to 70mph in 6.9sec in top gear – as fast, they say, as a Porsche 911 GT3 RS, whatever that is.

RIDE AND HANDLING



Even you will know that I have always considered the way a car addresses the road to be of the utmost importance. It's all very well giving it enough grip to dislodge my dentures every time I turn the wheel, but if it doesn't present itself properly, it's not worth a damn. It is for precisely this reason that I persuaded three successive Ms over a period of more than 50 years to retain the DB5, before the current incumbent took up the position.

The DB10 is not the best in this regard because, despite its other limitations, I have always regarded the DBS (in which my dear wife was dispatched by what I must concede was a quite exceptional shot by Irma Bunt) as the most comfortable company car I've run. As an aside, do I need to remind you that, 46 years on, the almost appropriately named Ms Bunt remains at large?

I digress. The DB10 provides sufficient ride quality to survive clattering down several dozen steps without dislodging my

waist-training corset, so I think we can categorise that as 'good enough.' As for the handling, it is hard to think how it can be improved. God knows it certainly wasn't the power that allowed me to keep clear of the clutches of the evil Mr Hinx during our impromptu high-speed sightseeing tour of the capital.

BUYING AND OWNING



I know this is a standard category in this kind of pro-forma assessment, but seeing as I am unable to remember having even bought let alone owned anything ever, it may be that there is actually no one on earth more poorly qualified to complete this section than I.

Even so, I hope and expect the fuel consumption to be abysmal. It would be a sad day indeed when an unreconstructed dinosaur like me considered driving a frugal car a more effective way of saving the planet than killing all the bad guys. Imagine the headlines: 'Blofeld's back and this time we really are all going to die, but that's okay because 007's just cracked 50mpg.'

God knows it certainly wasn't the power that allowed me to keep clear of the clutches of the evil Mr Hinx

DATA LOG

ASTON MARTIN DB10

On-the-road price	£3 million
Price as tested	As above
Value after 3yrs/36k miles	Depends on the repair job
Contract hire pcm	Free to the end user
Cost per mile	Depends on the driving style and ammunition consumption
Insurance/typical quote	Very pricey indeed

EQUIPMENT CHECKLIST

- 20in forged alloy wheels
 - Driver's ejector seat
 - Rear-mounted flame throwers
 - Rear-mounted machine guns
 - Bullet-proof glazing
 - and armoured bodywork
 - Rear-view mirror head-up display
 - Extended leather interior
- Options in **bold** fitted to test car
- = Standard na = not available

RANGE AT A GLANCE

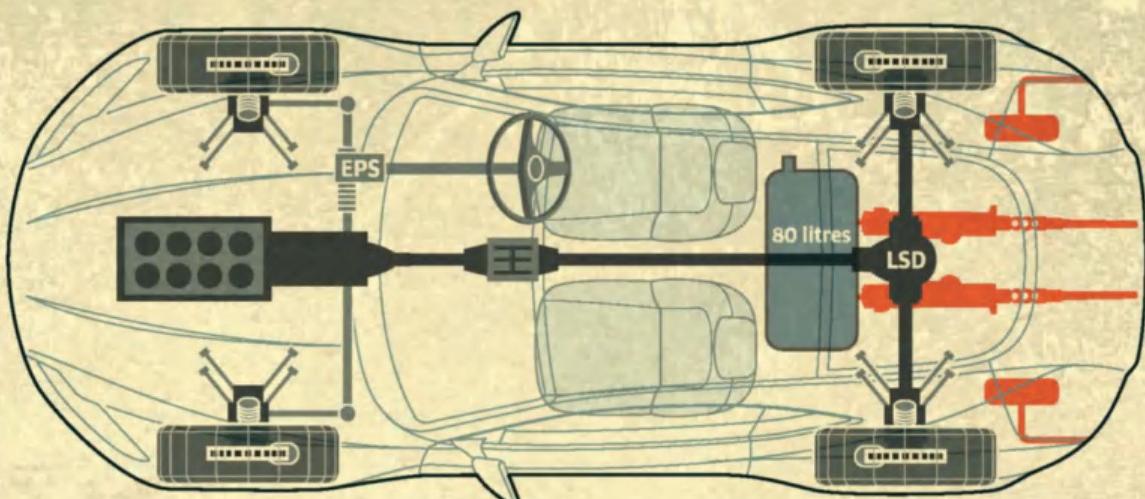
ENGINES	POWER	FROM
4.7 V8	430bhp	£3 million

TRANSMISSIONS

6-spd manual	■
--------------	---

TECHNICAL LAYOUT

Based on Aston Martin's VH platform architecture, the DB10 is built on the underpinnings of a Vantage N430, which means that it's a V8 and not a V12, uses a manual gearbox and is suspended by double wishbones front and rear. Flame throwers, machine guns, armour plating and ejector seat fitted at owner's request.



ECONOMY

TEST	Urban	Classified
Extra-urban	Classified	
Average	Classified	
CLAIMED		
Urban	14.4mpg	
Extra-urban	27.2mpg	
Combined	20.5mpg	
Tank size	80 litres	
Test range	361 miles	

ACCELERATION

MPH	TIME (sec)
0-30	2.7
0-40	3.4
0-50	4.6
0-60	5.8
0-70	6.9
0-80	8.8
0-90	10.4
0-100	12.0
0-110	14.6
0-120	17.1
0-130	21.0
0-140	25.8
0-150	-
0-160	-

SUSPENSION

Front	Double wishbones, coil springs, anti-roll bar
Rear	Double wishbones, coil springs, anti-roll bar

STEERING

Type	Electrohydraulic, rack and pinion
Turns lock to lock	2.4
Turning circle	Classified



BRAKES

Front	398mm carbon-ceramic discs
Rear	360mm carbon-ceramic discs
Anti-lock	Standard, with HBA and EBD

CABIN NOISE

Idle	55dB
Max rpm in 3rd gear	94dB
30mph	73dB
50mph	78dB
70mph	80dB

CHASSIS & BODY

Construction	Aluminium monocoque, carbonfibre panels
Weight/as tested	1550/1560kg
Drag coefficient	Classified
Wheels	9.0Jx20in (f), 11.5Jx20in (r)
Tyres	255/35 ZR20 97Y (f), 305/30 ZR20 103Y (r)
Spare	na

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	
1st	3.15/6.6
2nd	1.97/10.5
3rd	1.44/14.4
4th	1.15/18.0
5th	0.93/22.3
6th	0.78/26.5

Final drive ratio 3.91:1

SAFETY

ABS, DSC, HBA, EBD, ejector seat	Classified
Euro NCAP crash ratings... are for wimps	

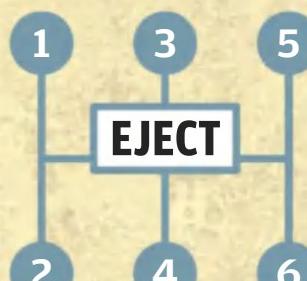
EMISSIONS & TAX

CO ₂ emissions	Classified
Tax at 20/40% pcm	If you need to ask...

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	2.4	3.4	4.7	-	-
30-50	2.3	3.2	4.1	5.3	7.4
40-60	2.2	3.1	4.0	5.0	7.0
50-70	2.3	3.0	4.0	5.1	6.9
60-80	-	3.0	3.9	5.2	7.1
70-90	-	3.1	3.8	5.3	7.6
80-100	-	3.3	3.9	5.5	8.3
90-110	-	-	4.2	5.5	9.0
100-120	-	-	4.9	5.8	9.5
110-130	-	-	5.7	6.8	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR



RPM in 6th at 70/80mph = 2639/3015



AUTOCAR ROAD TEST
Read all of our road tests autocar.co.uk

Aston Martin DB10

TOP SECRET**AUTOCAR VERDICT ★★★★☆**

Handsome, unruly; near-perfect in my book. Underwater mode an omission



I feel I have addressed the car's strengths and weaknesses and need bore myself no further going over them again. The more useful conclusion I can reach is to judge the DB10 relative to the other cars you have seen fit for me to drive in the past. If we gloss over the Germans (please), we're left with a smattering of Lotuses (or should that be Loti? I read Chinese at university) and the Astons. Clearly, the Volante was a terrible mistake, but the remainder have been broadly fit for purpose.

Between it and the DB5, I confess to being torn. As a piece of equipment, the DB10 is more effective, but as a personal statement, I incline towards the Superleggera bodywork. By contrast, the Esprit was my most effective tool, but far from the first choice of transport for a gentleman.

So although I hate compromise, I am forced to conclude that the DB10 does indeed offer the best blend of what I need and what I want from a car. I hope that by the time we meet again, its many shortcomings will have been addressed, the windows will open and the V5 will have been transferred into my name. If 009 wants the Omega, she's welcome to it.

No 5247

TESTERS' NOTES**ANDREW FRANKEL**

Many of the styling cues are rumoured to appear on the DB11 that even non-fictional people will soon be able to buy.

**MATT SAUNDERS**

Turning off the traction control involves rummaging in the passenger footwell. Inelegant for anyone, let alone a secret agent.

SPEC ADVICE

The rear flamethrowers are a mixed blessing as they tend to ignite not only pursuing villains but also other cars, pedestrians, forests... Go for the Heavy Ordnance Pack instead.

JOB FOR THE FACELIFT

- Get the windows to work.
- Lose the Cold War gadgets and give me a magnetic pulse that scrambles every ECU within a 100-yard radius.
- Return the ejector seat to the passenger side. That way you don't lose the car as well.

**AUTOCAR
ROAD TEST
TOP 5**
**MAKE**

Model

Price

Power

Torque

0-60mph

Top speed (claimed)

Fuel economy (combined)

Kerb weight (claimed)

CO₂/tax band**ASTON MARTIN****DB10**

£3 million

430bhp at 7300rpm

361lb ft at 5000rpm

5.8sec

190mph

na

1560kg

na

The only car that can be driven solely by licence to kill holders. Expert design and engineering.

★★★★★

LOTUS**Esprit S1**

na

160bhp at 6200rpm

140lb ft at 4900rpm

8.4sec

133mph

na

1000kg

na

It's a car, it's a submarine and it can launch guided missiles from underwater.

★★★★★

ASTON MARTIN**DB5**

na

282bhp at 5500rpm

288lb ft at 3850rpm

8.1sec

142mph

na

1465kg

na

The most iconic Aston Martin: fast, beautiful and brimming with firepower.

★★★★★

ASTON MARTIN**Vanquish**

na

460bhp at 6500rpm

400lb ft at 5000rpm

4.8sec

190mph

na

1820kg

na

Yes, the disappearing stuff was silly, but don't let that 'conceal' the brawny Aston beneath.

★★★★★

BENTLEY**4.5-litre Supercharged**

na

240bhp at 4200rpm

tbc

tbc

138mph

na

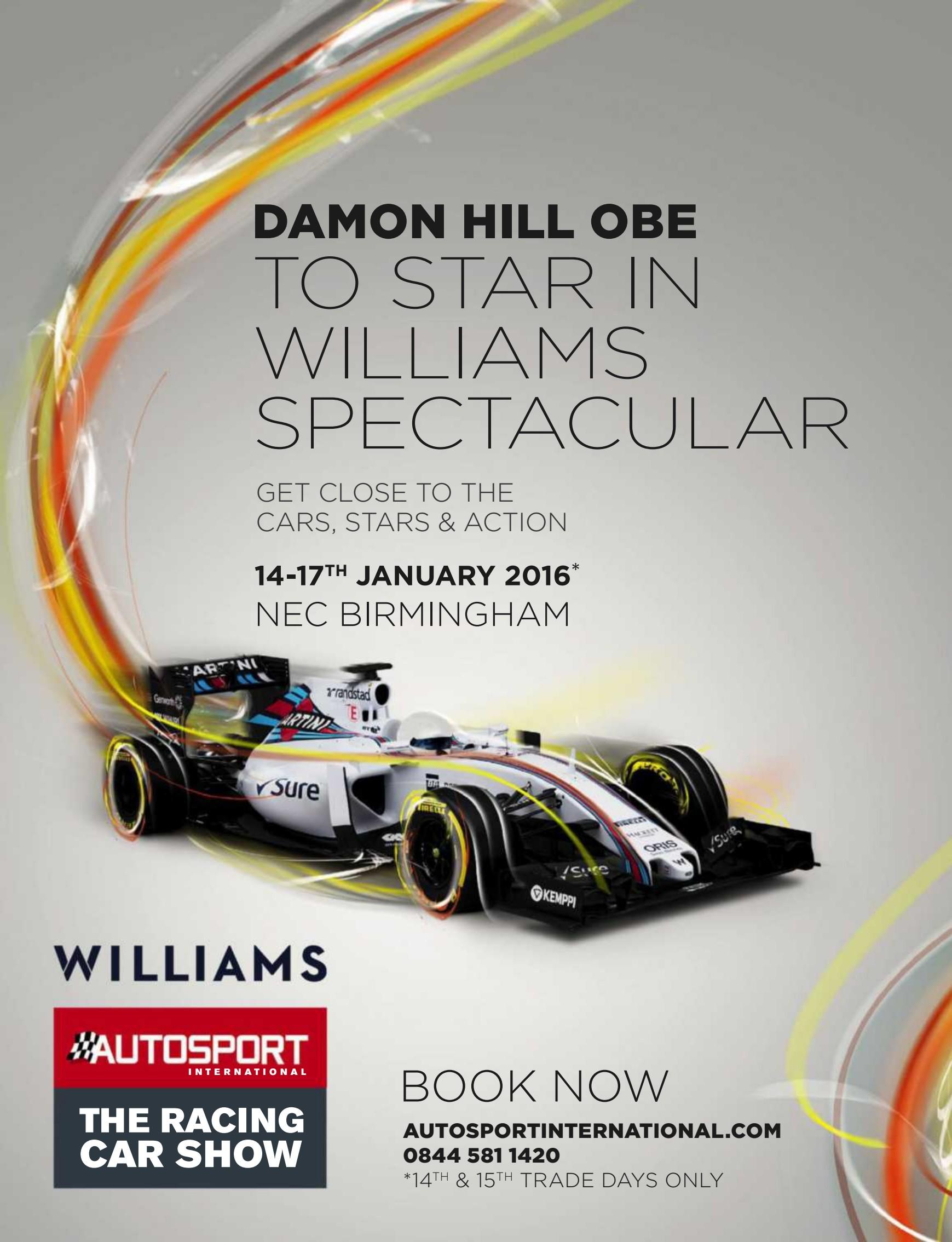
1700kg

na

My first 00 car. Vast, fast and built to last, just like me. Apart from the 'vast' bit, obviously.

★★★★★

Verdicts on every new car, p150



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The world-famous *Autosport International* show is heading to Birmingham's NEC from 14-17 January, and motorsport fans have more reason than ever to be excited. See triple FIA World Champion Petter Solberg drift his FIA WRC machine in the Live Action Arena, get up close to some of Williams Martini Racing's most famous Formula One cars and listen in awe to the heroic stories of motorsport legends like Damon Hill OBE.

The centrepiece of *Autosport International* 2016 is a tie-up with Williams that brings all of the glamour of a Formula One race weekend to the Autosport Stage. For the first time ever, the eight-metre-tall Williams Martini Racing motorhome will be constructed away from a race circuit to form part of the exciting new Autosport Stage, which will be packed full of insightful interviews and features with famous faces from motorsport.

What's more, Williams will be bringing an incredible selection of its most famous Formula One cars to the NEC, from the very first Williams-Ford FW06 to this season's Williams-Mercedes FW37. Among them will be the team's greatest ever car, the Williams-Renault FW18, which won 12 of 16 races in the 1996 season. As well as interactive features focusing on Williams' F1 activities, visitors will also get an insight into the

world of Williams Advanced Engineering, the division that transfers technology from Formula One to market sectors as diverse as defence and renewable energy.

Elsewhere at *Autosport International*, the 5,000-seat Live Action Arena gives showgoers the chance to experience all of the raw sights and sounds of pure racing machines. Reigning FIA World Rallycross Champion, Petter Solberg, is just one of the highlights, drifting his Citroën Xsara WRC within centimetres of the track barriers. Fans will also be able to see incredible driving stunts and insightful interviews with legendary racing drivers across the weekend.

Autosport International features every form of motor racing from karting to Formula One, allowing visitors unrivalled access to racing machines from across the world. The MSA Dunlop BTCC and F1 Racing displays immerse fans in a gridwalk of current racing cars from each championship, while a new historic racing display entitled 'When We Were Kings' brings together some of the most iconic models from the golden eras of racing.

Tickets to *Autosport International* are on sale now, and can be purchased from www.autosportinternational.com or on **0844 581 1420**.



The Williams Martini Racing Motorhome



Damon Hill: 1996 Formula One World Champion



CONCOURS D'INELEGANCE 2015

Last year we opened our garage doors to show you what we drive in our own time. Well, we've been busy buying again. Here's what we've acquired in the past 12 months

PHOTOGRAPHY WILL WILLIAMS

**MATT PRIOR
BAJA BUG
1961**

THE ARIEL NOMAD is to blame. I drove it, loved it, and three days later my colleague Lewis Kingston and I were sharing posts from a sandrail buggy forum's 'For sale' section. Two clicks away from a rolling buggy chassis (that would have been killer with a turbocharged Subaru engine) was this, a 1600cc 1973 Volkswagen Beetle in 'Baja Bug' style.

It was cheap, pink, available, didn't need much work and, I thought, might just answer my need for a deft, softly sprung car that would be as entertaining on a green lane or field as it would be on the road.

It doesn't.

Dynamically, the Bug is quite possibly the worst car I have ever driven – and I've driven a Tata Safari. The ride is appalling, it feels unstable while cornering, and there are clunks and bangs from places that, I suspect, are referenced in the two pages of 'advisories' that I should but haven't looked at from its MOT test. The wiring is a joke and you can see daylight through the dashboard.

None of which I care less about. This is a cool car.

I've painted it an early 1970s VW van colour I'm fond of and will add race numbers and some stickers for the full Baja Rally look. The wheels and mirrors need to change colour, but I'm going to leave the interior shade alone – although I'll add black carpets and door cards to tone it down. And I have a roof rack that needs to go back on, after I've fixed it. It fell off on an A-road, you see.

It is one of those cars that will probably never be finished, but that doesn't matter. It is not the air-cooled, rear-engined German car that cliché suggests I should have, but it is the one I could afford. Whatever arrives in future, I suspect I'll always find a place for it somewhere. Unless Ariel will accept it as a deposit.



Prior bought it as a surrogate Ariel Nomad; it's a work in progress and always will be

JESSE CROSSE
NISSAN SKYLINE
GT-R V-SPEC R34
2000



IF YOU DO this job for long enough, sooner or later a particular car comes along and gets under your skin. At the Autocar Handling Day in 1999, the line-up included a Bayside Blue Nissan Skyline GT-R V-Spec and the sheer shock-and-awe presence of the thing took my breath away. After driving it, I scribbled in the notebook “the sort of handling you expect from a race-prepped car. Turn-in ludicrously sharp. Fantastic grip despite the power” and parked the R34 in my fantasy garage.

The search began early this

year and the value of importing direct from Japan soon became obvious. There’s no salt used on the roads there and it’s not hard to find completely rust-free cars, but finding a standard Skyline is much harder than finding a good one. With 330bhp as standard, the RB26DETT 2.6-litre twin-turbo straight six has enormous potential and 600-800bhp is not uncommon in road cars. The V-Spec has the ATTESA E-TS Pro active all-wheel drive system, which controls torque split front to rear and across the

back axle. It also has Brembo four-pot calipers on the front and HICAS all-wheel steering, so the whole package is perfect for tuners.

I’d never usually buy a car unseen so I called Newera Imports for help. Based in Japan, the team there has years of experience, knows exactly what things are worth and what to look for in terms of condition and takes the hassle out of the import process. Trawling through the online sources one day, there it was, listed with USS Auctions in Tokyo with just under 40,000 miles on

STEVE CROPLEY
LOTUS ELISE
2000

IT WAS ALWAYS a wrong move to sell my first Elise S1. As soon as that car departed my garage after a three-year ownership in the early 2000s, I realised I’d sold much more than a car. A whole bunch of memories and preferences and career connections went with it. The Elise was nothing more than a rumour when I arrived at Autocar in the early 1990s. I helped with the early scoop stories, the launch stories, the drive stories and the comparisons and I drove the

long-terminer. The car touched every base with me: it was pretty, simple, light, roomy (apart from the ingress/egress) and steered and gripped in the best Lotus traditions. Yet I sold it.

When a late S1 appeared on the forecourt of Paul Matty Sports Cars earlier this year, a 70,000-miler that drove with a zest that suggested its engine had been chipped, I knew I had to grab it. It came my way for £10k, a bargain when people are paying much more for lesser, older classic sports cars.

The Elise has been easy to own and fun to drive. It feels quick and agile. It looks special, at least to my eyes. In short, it has been one of the wiser purchases of my distinctly chequered car-buying career.





LEWIS KINGSTON DODGE CHARGER

1968

I HAD BEEN looking for a clean, standard Nissan Skyline R32 GT-R for a long, long time. So, completely illogically, what I actually ended up with was a 1968 Dodge Charger 440 that had been sitting for a decade.

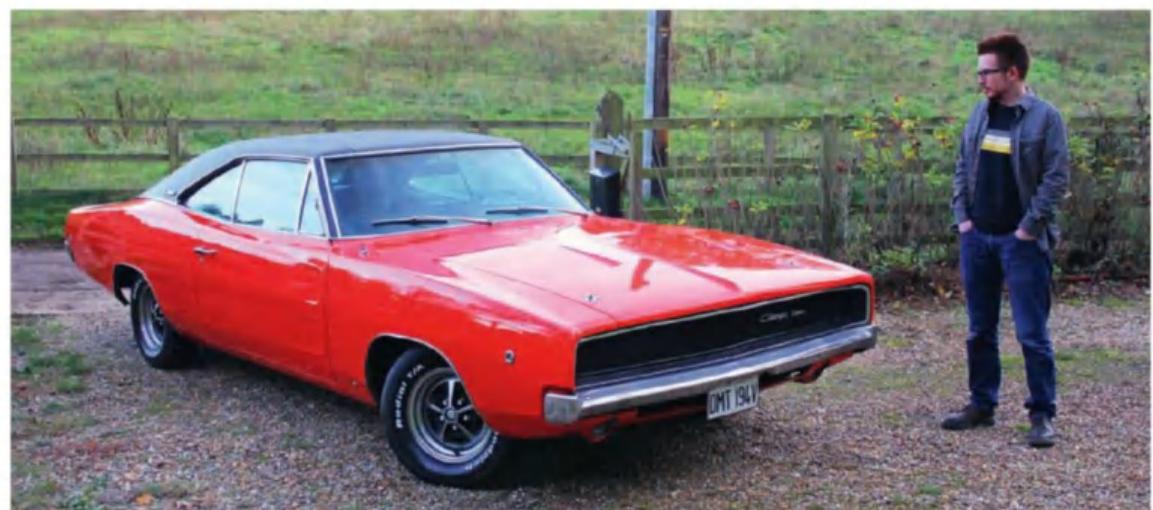
There was method to my madness,

though. A project was the last thing I wanted, but when I saw the Charger advertised locally, my curiosity was piqued. An inspection revealed it to be straight and honest, but it was predictably in need of a comprehensive recommissioning.

It wasn't cheap, at £15,000, but with values skyrocketing it represented potentially my last chance to own one. The more I thought about it, the more it appealed. Here was a car that would be tough, reliable, easy to

upgrade and immense fun to simply burble around in.

Fortune favours the bold, so I scraped my savings together, borrowed some money and bought it. In the end I spent some £8000 reviving the Charger, but it repaid my hefty investment by going straight through its first MOT test. Cost effective? Perhaps not. Worth it? Totally. It's a delight to drive, and when you blip the throttle and the horizon tilts in the rear-view mirror, you can't help but grin.



MARK TISSHAW MINI COOPER

2014



YES, DEAR READER, your eyes do not deceive you and your memory is not failing. This Mini Cooper does indeed look familiar, and you have most definitely read about it and seen it on these pages before. That's because this is the very Mini that was my long-term test car between the summers of 2014 and 2015.

I bleated on about how wonderful it was for so long in my reports that I thought I should put my money where my mouth is, especially when it fitted my partner and my needs so perfectly. The mileage is now up to almost 20,000, a beat has yet to be missed and there's still no other small car I'd rather drive around in.

ALLAN MUIR TRIUMPH SPEED TRIPLE

2011

SOME OF MY colleagues were no doubt picturing a TR6 or Stag when they found out I owned a Triumph, but this one has two wheels rather than four. Purchased last autumn, the Speed Triple was my way back into biking after a gap of several years. Much as I wanted a new Ducati Multistrada, spending £16k on a weekend toy couldn't be justified, so the 2011, 12,000-mile Speed was the

ideal compromise, being desirable, fun to ride and affordable at £5800.

It's no tourer – the ride quality is on the harsh side and there's little wind protection – but there's nothing better for a Sunday blast. The 1050cc three-pot engine is torquey and characterful, and the sound that comes out of the optional Arrow 'lowboy' titanium exhaust on the overrun – like sustained artillery fire – adds to the Speed's bad-boy image without being too anti-social.

A more comfortable bike will no doubt have to replace the Speed one day, but I'm in no hurry. Why would I spend three times as much money to get that Ducati when owning this British icon gives me so much pleasure already?



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RICHARD BREMNER

ROVER 75

2001

YOU MIGHT THINK that with 10 cars in my possession, there'd be no need for another. But a year ago I needed a car that worked, ruling out all 10 classics. I didn't want to spend much because I like trying to beat the system in James Ruppert Bangernomics style.

So this was a fine excuse to indulge a guilty pleasure and hunt for a Rover 75. I know they look as go-ahead as a quill and came from a brand rotten with corrosive history, but these are

good cars, built to BMW standards and still half-competitive today.

Plus they're cheap and fairly plentiful and can be had with a string of luxuries to divert you from your cheap wheels moment. Which is how I came to buy a 51,000-mile 2001 Rover 75 2.5 V6 Connoisseur SE for £800 from a dealer operating out of a shipping container.

I had the timing belts replaced – a pricey £500 – changed the oil and filters and could have done nothing else if I'd held to the Bangernomics faith. But 6000 trouble-free and sumptuously comfortable miles have seen me improving this car, with sexier factory alloys, a modern sat-nav and a bit of paintwork. It's been the best value for money I've ever bought.



ANDREW FRANKEL

CITROËN 2CV

1958

IN OUR IDEAL worlds, we'd all like to drive flat out on deserted roads, but we can't: our cars are too fast, our roads too full. Or so conventional thinking goes.

Think again. The faster the car, the shorter the time spent between leaving one block of traffic and arriving at the next, ergo the more time you spend in traffic. Therefore the slower the car, the less time you spend in traffic. Don't believe it? You would if you owned a 1950s 2CV.

My 1958 2CV has perfect performance: if you drive it as fast as you can, it just about keeps up with everyday A-road and B-road

traffic. So all you need is one gap in that traffic and you'll have the road to yourself all day. It provides time to appreciate a car of absolute charm.

The 2CV looks so simple, but by 1950s standards, it's wildly sophisticated. It has independent interconnected suspension (you'll need a McLaren to find that these days), a flat formation boxer engine to drop the centre of gravity, a fully convertible roof and featherweight seats you can remove in less time than you've already taken reading this sentence, so wherever you go, you always have somewhere to sit. And there is nothing superfluous:

to save weight, the wiper motor and speedo drive are one and the same, so the faster you go in bad weather, the more you get to see.

The result is a joy without end, a car with hilarious handling, wonderful looks, incredible ride quality and so little performance from its 12bhp 425cc motor that you have no choice but to keep busy all the time, clinging to your hard-fought speed. I've bought a lot of cars over the years but, save the Land Rover in which I passed my driving test, only one I know I'll never sell. If you could drive it, you'd know why, too.



JOHN MCILROY MAZDA 3

2015

IT MAY NOT be immediately obvious, I admit, but the humble metallic grey Mazda 3 you see before you is, in fact, our family's dream car. Specifically,

it is automotive nirvana for Mrs McIlroy, who has held what even she admits is an irrational love of Mazdas ever since her first car, a 323F.

The 3 – a 2.0-litre petrol – is also a tribute to the sort of PCP deal that dominates the market these days. We had a two-year-old Kia that we owned and decided to trade it in. It was enough for a hefty deposit, a chunk of cash back and monthly

payments of about £100. God bless 0% APR, I say.

I still couldn't have stomached it if the Mazda were an iffy choice – but it does some of the basics really well. The gearshift is as sweet as you'll find on any family car, and the petrol engine is loosening up nicely. I'm not sure I'll ever love it as much as my better half does, but it's growing on me.



BEN SUMMERELL-YOUDE VW T3 SYNCRO

1990



SINCE I'VE OWNED the Syncro, which you may remember from its appearance in this feature last year, I've been weighing up swapping the engine for either a tidy but expensive flat four Subaru unit or a factory-friendly Volkswagen 1.8T. The 1.8T won in the end because I wanted to keep all things VW, and the in-line four block from the 1998 Passat donor car matches perfectly with the bell housing from a diesel Syncro.

The stock Passat engine had 150bhp, but an ECU remap helps it to push out 200bhp at the flywheel, an impressive number for a four-cylinder, 25-year-old van. Now I'm just waiting for an invitation from Lewis Kingston to do a drag race against his Charger...

RICHARD WEBBER PEUGEOT 206 GTI

2005

TYPICALLY UNSWAYED BY my suggestion of a first-generation Ford Ka, my wife insisted that I find a Peugeot 206 to fill the sub-£2000 hatchback-shaped void in her life. Indifference turned to interest when, among the dreary 1.4s, this gleaming blue, 40,000-mile, 138bhp 2.0-litre GTI appeared.

This particular car is one of



those rare hot hatchbacks that was originally bought more for its trim than its vim, and it had led a gentle life at the hands of one mature lady owner. (Ever-discriminating Granny Webber was custodian of several mint Volkswagen Golf GTIs in the same vein.) A deal was struck at £1550 and my wife has been enjoying the strong engine, 'Sport Pack 3' bodykit and leather and Alcantara interior opulence since.

A change of cambelt looms, but new rear brakes and a replacement power steering pressure sensor barely broke £40.

Being above Hobbit height, I find the driving position indefensibly bad, but this peppy little Peugeot suits my halfling spouse perfectly.

JIM HOLDER RENAULT ZOE 2015

"AN ELECTRIC CAR?" The tone may vary, but the opening response is always the same. The voice is intrigued or baffled or indignant. There is no in-between.

It's a niche choice, I know, but that's always been the point of electric cars: the limitations are obvious, but if they fit in with your lifestyle, they suddenly make heaps of sense. We have a driveway and garage,

and we have two cars, and therefore access to one that can do more than 100 miles before needing to stop for several hours. My wife is self-employed, so there are tax savings, and we live in London, so we can save the Congestion Charge if we ever go into the Big Smoke. Our current petrol Ford C-Max drinks £20 off fuel a week, despite doing only 100 miles (all stop-start from cold).

With lease deals on the Zoe at rock bottom in late summer, we took the plunge based on the sound financial sense. For a £75 deposit and £75 a month (plus a further £80 a month for battery lease), the car is ours for the next two years. We have the value

of the 2007 C-Max in the bank, plus no tax and no repairs (hopefully) to worry about. In theory, we've swapped an eight-year-old car for a new one, and it is going to be saving us money, too.

But it isn't just a decision based on sound financial logic. Getting in on the small but significant movement towards electrification feels exciting. Like it or not, it is a crucial part of hitting emissions targets and something we all have to face up to, either in hybrid or full-battery form. The momentum is building and trying it for ourselves, every day, in real life, is an adventure I couldn't be more excited about.



RORY WHITE BMW 520i 24V AUTO 1994



FOLLOWING 10 MONTHS of happy Jaguar XJ6 (X300) ownership – brought to an all too abrupt end by a white van – I began thumbing the classifieds for something else. The budget remained tight, so classic insurance was still a must.

After considering and viewing a range of cars all more than 20 years old, including Audi Cabriolets and Mercedes-Benz W124 300CEs, this BMW E34 520i popped up and, £850 later, I was the owner.

I know, I know: it has fake Alpina wheels. But it came with a fresh 12-month MOT certificate and no advisories, just 84,000 miles and near-perfect paintwork and interior. Fingers crossed, it'll be just as enjoyable as the Jag. □



O K A Y C O

You've read about our collection, but what do McLaren's employees drive outside of



M M U T E R S

work hours? James Ruppert visits the company's car park and finds many surprises



ELIE TALJ
NOBLE M12 GTO-3R



NICK TALLIS
MASERATI GHIBLI CUP



PAUL REYNOLDS
HONDA CIVIC

It would be nice to think that McLaren's company car park in Woking might be full of tatty F1 mules, PCP-expired P1s and maybe something secret swathed in camouflage and powered by teabags. The reality is actually rather more exciting, as Autocar finds out when we wait for the ladies and gentlemen of McLaren to arrive at work in their daily drives and weekend wheels.

"I have always liked pick-up trucks, so when the chance to buy a Ford 150 Harley Davidson came up, I took it," says Gavin Latham (job: final inspection), who introduces me to the least McLaren-like motor, which at least runs on LPG to make life slightly less expensive.

Another attention-grabbing Yank is a blue Ford Mustang GT convertible. Owner Gavin Dykes

(lead engineer) says he "fell in love with the aggressive look and the rumble of the V8. The drop-top makes the five days of UK summer [he's from New Zealand] just that little bit more enjoyable."

Just as I am recovering from seeing a truck and a 'Stang, I notice split-screen Vee Dubs. Three of them. Mike Trotman (functional lead quality) has a rather yellow camper that's pretty standard but lowered.

Merrill Burton (special operations workshop manager) has a pick-up that he "found rusting outside a garage in Italy and then rebuilt it into my cool wedding car".

Russell Hancox (project lead technician) has a 1966 bus, which was abandoned in Los Angeles. "Friends found a damaged shell in a scrapyard and then I remade it with subtle customised touches," he says.

Senior engineer Jason Savory's 1966 Ford Falcon wagon is a remarkable Aussie people-carrier. "It seats six and I bought it when I was in Australia 15 years ago. I shipped it back and use it for camping holidays and days out."

Design engineer Robin Murrell's Morris Minor has an equally heartwarming back story, being his first car at 15 and regularly upgraded since with Fiat Mirafiori power.

Rather more McLaren-esque is the Lotus contingent. Indeed, our gathering acted as a dating service, bringing together McLaren's Exige owners. Andy Melville (principal concept engineer) has an S1 and says: "The toughest decision was choosing an orange or blue one." David Futcher (project engineer) has a 2010 Exige: "I had an Elise before and love the sheer driveability."



ROBERT YATES
CATERHAM SEVEN

ROBIN MURRELL
MORRIS MINOR

This Ghibli Cup is an ex-Autocar cover star and even rarer today

'I really wanted to build my own car and race it. The Caterham Academy is an excellent package that allowed me to do this'



Mark Roberts (design operations) currently has an Exige S and is a serial Elise owner and ex-Lotus employee. "I wanted a more extreme driving experience and I use it every day," he says.

Among the Exiges is a Lotus Evora, which belongs, in more ways than one, to Steve Crijns (senior designer). "It was originally my company car when I worked at Lotus and I designed the exterior, as well as the Exige and S2 Elise." Respect.

There is one more addition to the lightweight Norfolk line-up. "I annoy the others by saying that mine is even more of a Lotus, simply because they developed the engine," says James Washer (powertrain engineer). Yes, he has a Vauxhall VX220, which he has supercharged.

A sort of Lotus hybrid would be a Noble M12 GTO-3R. Elie Talj (project

engineer) has always wanted one. "I'd seen it on YouTube back in Oz and it has cost me way more than I can afford," he says.

Even in their spare time, McLaren employees are building cars. Robert Yates (principal SQA engineer) is responsible for his Caterham Seven racer. "I really wanted to build my own car and then race it," he says. "The Caterham Academy is an excellent package that allowed me to do this." Was it easy to build? "The instructions could have been better."

Yates not only built the car properly, like a McLaren, but also finished second in his academy year and drove to every race. His other car is a Toyota iQ.

Surprisingly, there is just the one Porsche here today. Diana Cordingley-Clark (SAP functional lead finance) shares her Porsche →

◀ 911 Carrera 4 with her husband as a track car.

Track-day cars are something of a theme. Paul Reynolds (design engineer) took a humble 1.4-litre Honda Civic and then made it better. "It has now an Integra engine, Kevlar seat, six-point rollcage and Fujitsubo exhaust."

A rather more complete Civic Type R belongs to Mark Salmon (graduate engineer). "This is the most fun and interesting car I could afford," he says.

Inevitably, there are Mazda MX-5s. Jack Prior (digital variant configurator) put a joke bid on eBay and found he'd bought one, but he has no regrets. Dimitri Havel (functional safety engineer) has a 2000 example and says: "I love driving home to France with the top down. It's the best feeling in the world."

Rebecca Ewing (senior PDM co-ordinator) adores her 1990 MX-5, which is lowered, with a Mk2 hood and, most significant, "a MiniDisc player so I don't have to listen to anyone else's poor taste in music".

There is more Japanese metal in the shape of some Nissan 350Zs, which belong to Mark Milne (controls engineer) and Greg Forsey (design engineer), whose example is a lightly modified one.

Finance analyst Justyna Gajda's 2007 Suzuki Swift Sport arrived after six months of arguing with her fiancé: "Despite the fact you can feel every bump, I absolutely love it."

Luigi Testa (SQA engineer) had been after a Honda S2000 since coming to Britain. "I was fascinated by the way it looked, the legendary engine and amazing dynamic response," he says.

BMWs are certainly a thing in the McLaren car park. Paul Howse (senior designer) has a 2000 Touring, which he bought "because they are cheaper than saloons, and I figured that if people used them every day in the 1970s, then why not now?"

Hybrid engineer Damjan Mahne has an E36-generation M3 Evo as an everyday car and he plans "to



Gavin Dykes has a drop-top V8 Mustang

take it to half a million miles". Well, design engineer Harley Gasson's E46-generation M3 has racked up an impressive 205,000 miles.

A more conventional BMW belongs to Duncan Forrester (corporate communications manager). It's a 630i Convertible. "It's the only proper four-seat family convertible I could find," he says. "I'd also helped launch it in the UK."

Bringing us right up to BMW date is operations engineering manager Damon Jones and his 2015 M4. However, a Z3 M sort of brings us back to the 2000 Touring, and Richard Jones (project engineer) has a magnificent example. "It scared me when I first drove it, but that was a good thing. This is a true icon," he says.

The Down Under M car is arguably the Vauxhall Monaro, which belongs to Pete Sell (product specialist). "It ticked my V8 box and is easy to live with and a good daily driver."

There is even an Autocar icon that once went sideways on our cover. The Maserati Ghibli Cup owner is now Nick Tallis (principal engineer). "There are only 24 right-hand-drive ones left and I love the challenge of keeping such a unique car on the road," Nick says.

Not only do I meet old cover stars but also old friends, and Wayne Bruce (global communications director) has his Audi RS4 Avant "in my favourite colour, Nogaro Blue. I've loved Audis since my journalist days, and my dad had an original A8, which is also in my garage."

Wasim Sheikh (electric drive engineer) has an A5 3.0 TDI quattro



Hybrid engineer Damian Maine has an E36 BMW M3 Evo as an everyday car, and he plans 'to take it to half a million miles'

WAYNE BRUCE
AUDI RS4



GAVIN LATHAM
FORD F-150



JASON SAVORY
FORD FALCON



MIKE TROTMAN
VW CAMPER



"to make a long commute more comfortable, with subtle mods to personalise it".

I'm reassured to find a proper barge or two. Matt Bishton (press fleet co-ordinator) has a lovely 2001 Jaguar XJ Sport, all £270 worth of it, complete with a huge dent in the rear offside door. "It may be Cat C, but it has a full Jaguar history and is lovely to drive," he says.

A more sporting barge is senior design engineer Dan Alexander's Alfa Romeo. He makes no excuses for his 166 3.0 Lusso. "This is my everyday car and I bought it because it looks gorgeous and I like Alfas." But is it reliable? "It has its moments."

Peter Rees (functional lead) has a Volkswagen Scirocco that isn't a banger, but it was free: "My friend's dad suspected the fuel system had a terminal fault, so he gave it away. I

fitted a new battery, waggled the fuel relay and drove it to the MOT station, where they issued a fresh ticket."

It must be 1995, since there are two Sciroccos in the same car park. A 1988 GTX belonging to Pedro Rubio (performance engineer) is, he admits, "a nostalgia purchase".

Stuart Holloman (quality engineer) is a VW fan with a Corrado VR6. He "couldn't wait to buy one and this is the first one I saw".

As well as the classics, there is the shock of the brand new. Nineteen-year-old Lewis Tapp (quality auditor) has spent every penny he has to buy "my dream car", which is a Mercedes-Benz A45 AMG.

So what have we learned? Well, the people who make McLarens are clearly nuts about cars. That's just the sort of news that any McLaren buyer would love to hear. **A**

PEDRO RUBIO
VW SCIROCCO







FLAT OUT AT 95

Norman Dewis, former Jaguar chief test driver, still has his foot to the floor, aged 95.
Steve Cropley hears his tales

PHOTOGRAPHY WILL WILLIAMS

Let us pray for good weather on 3 August 2020. On that day, Jaguar's evergreen former chief test driver, Norman Dewis, will reach his 100th birthday – and the only present he wants is a chance to lap the famous MIRA banked track at 100mph at the wheel of his favourite car, the late-1960s experimental mid-engined Jaguar XJ13 he developed there.

The 2020 experience, when it happens, will take Dewis straight back to the place where he amassed more than a million miles in prototype Jaguars, driving at 100mph-plus average speeds.

Dewis joined Jaguar from Lea Francis in 1951, just after the C-Type delivered its first Le Mans win, and worked on all the classic Jaguars: the XK140 and XK150 sports cars, the D-Type and XKSS sports/racers, the peerless E-Type, the Mk1 and Mk2 compact saloons, the full-sized MkIX and MkX and the seminal XJ of 1968.

Along the way, he helped to feed Jaguar's appetite for advanced engineering. During his most influential years, the company used racing and record breaking to improve its road cars, perfected disc brakes, adopted monocoque chassis for rigidity and lightness, took aerodynamics to a new level and developed an advanced independent rear suspension in the XJ to out-refine the opposition. Dewis stayed at Jaguar for 35 years, retiring in 1985 at 65. So far so usual.

But after the sad death of his wife Nan in 1993, Dewis, heading for his mid-70s and still amazingly fit and vital, began to get involved in Jaguar affairs again. It dawned on the company's management that this man knew all the great cars and could reliably recall meetings with the great men of history, especially the founder, Sir William Lyons. He became a historian, an enthusiast magnet and a Jaguar icon and has been flourishing at it ever since. Now 95, with a recent OBE behind his name, he still travels and talks, and expects to be doing so when he reaches treble figures.

GETTING STARTED

Born of a hard-up Coventry family, Dewis left school early and begged himself a job at Humber, just across the street. He soon moved to Armstrong Siddeley and won an apprenticeship, which duly equipped him with invaluable knowledge of all the facets of car manufacture. He also learned to drive.

When war broke out, Dewis joined the RAF and trained as an air gunner, but he was discharged in 1943 after experiences of which he rarely talks. An Air Ministry aircraft parts inspector's job put him in touch with Alvis and Lea Francis and netted him a job with Lea Francis when hostilities ended. Soon he was testing and assessing newly built →



Dewis joined Stirling Moss on the 1952 Mille Miglia not long after starting at Jaguar

cars – and spotting faults even his superiors missed because he showed such an instant, natural flair for the job. “I wanted to do well,” he says. “These cars were hand-built – 20 a week was a good number – so there was plenty to be done.”

Late in 1951, Dewis took a call from Bill Heynes, Jaguar’s engineering director: would he take charge of their test programmes? Dewis quibbled a bit over money and the reporting structure (“I’d be criticising people’s work, so I only wanted one boss”) but eventually agreed. No one understood the historic significance back then, but Heynes was building a legendary technical team that would drive Jaguar to its post-war heights: Malcolm Sayer (aerodynamics), Claude Baily and Wally Hassan (engines), Lofty England (racing) and Bob Knight (suspension). “We made a good team,” says Dewis with quiet understatement.

DEVELOPING THE DISC BRAKE

Dewis’s first Jaguar job was to develop Dunlop’s disc brake for Jaguar’s racing cars. The test mule was a C-Type, its performance a big change for a former Lea Francis man. But he loved the extra power and speed. “We didn’t want to go to MIRA because others would see us,” he explains, “so we built our own circuit on a disused aerodrome.

“The disc brakes were promising but needed work. They were powerful and the car stopped straight, but the fluid boiled, the pads suffered from knock-back in corners [which meant the pedal went to the floor] and the cast iron discs wore quickly. After three months, we were just about getting it right when Sir William appeared in my office and delivered an ultimatum: ‘Finish this in three weeks or we’ll end the programme.’”

They worked night and day and met the deadline. And the rest is history.



Dewis (centre) was involved in the development of the E-Type’s independent rear end

He drove a streamlined XK120 to an amazing 172.412mph

DRIVING THE XK120 AT 172MPH

Dewis’s graduation to big performance was rapid. Just months after his arrival, he was Stirling Moss’s co-driver in the 1952 Mille Miglia, typically producing a list of end-of-race faults rather than dwelling on the scarier aspects of retiring with broken steering. In October the following year, as the climax to a series of Jaguar top speed runs on a Flanders motorway called Jabbeke, he drove a streamlined XK120 at an amazing 172.412mph, faster than any 120 before or since.

DEVELOPING THE D-TYPE

Mention the D-Type, especially the 1955 long-nose, and Dewis’s expression softens. It’s one of his favourite cars, its sophistication distilled from lessons learned from the various experimental models that followed the C-Type and from the less aerodynamic short-nose



A younger Dewis with the car that remains his favourite, the XJ13, a one-off prototype with a mid-mounted 5.0-litre V12 that was developed for but never raced at Le Mans

D-Type of the previous year. "That '55 was some car," he recalls. "The D was our first car to use a monocoque centre section with bolt-on tubular subframes, like an aircraft, and you could feel how rigid it was. The '55 had better weight distribution, a full wraparound screen for high-speed comfort, and its aerodynamics were better than the short-nose. And we did a lot of detail development to make it better to drive."

RACING AT LE MANS

Dewis's love for the long-nose has much to do with the fact that he was chosen in Jaguar's six-man Le Mans driver line-up that year, the fateful event during which Pierre Levegh's Mercedes crashed into the crowd, killing more than 80 people. The race continued, remarkably, but Dewis's partner put their car off the road during the night while running fourth – although not before Dewis pulled off a famous pass on Karl King's Mercedes 300SLR by slightly over-revving his engine on the Mulsanne Straight to notch up an official 192mph.

KNOWING SIR WILLIAM

Dewis first met Lyons a few weeks after arriving at Swallow Road, predecessor of Browns Lane. "Sir William always walked around the works after hours. I was in my office one evening and he just walked in. 'Are you Dewis?' he said. 'I'm Lyons.' From then on, he'd occasionally drop in. He was always a very formal sort of man. Not impolite, or particularly autocratic, but you could never get close to him. I always had the feeling he was shy. He certainly hated making speeches.

"Over in the body shop, they always had a body he was working on. He did the saloons and Sayer did the sports cars. Sir William would mark things in chalk on his body and ask for them to be made the next day. That's where the Jaguar power bulge came from. He wanted the bonnet lines so low they couldn't get the engine in."

JAGUARS TODAY

Dewis worked at Jaguar until 1985, participating in the long, continuous development of the XJ saloon. He retired halfway through the John Egan revival era, two years short of the launch of the XJ40. By 1994 he was back in his new, iconic role.

Today, he drives the current cars – still making comments and "hearing things" – but is profoundly impressed with the quality and detail of the latest products, apart from one thing: their tyre noise. "I've talked to our engineers about it," he says, "but it seems to be a modern problem. Mercedes and BMW have it, too. I know today's cars have low-profile tyres and need bigger contact patches than ours did, but I still think it could be reduced if they moved it further up their priority list." **A**



THE BEST PHOTOS OF THE YEAR

Of the thousands of images that have appeared in Autocar during 2015, these are the ones our star snappers liked the most

Ferrari F355, Honda NSX and Porsche Cayman GT4
Stan Papior



BMW M4 and Lexus RC F
Luc Lacey



"IT DOESN'T GET much better than seeing 'New Ferrari, Italy' in the photographers' diary with your name on," says Luc Lacey, this rig shot of a 488 Spider being the standout image from the trip.

Lacey also caught this twin drift shot of the BMW M4 and Lexus RC F during a gorgeous sunset, something that seemed unlikely after the foul weather that day. "With cars coming straight for you at 60mph-plus, it's nice knowing your colleagues are on their game," he says.

Stan Papior's static shot of the Ferrari F355, Honda NSX and Porsche Cayman GT4 was taken at a location he's used a million times before, but it shows what can be done when you use the shape of the cars to form the image.



Ferrari 488 Spider
Luc Lacey



"THIS WAS SHOT on a stage of the Baja Portalegre 500, an event where Mitsubishi was shaking down its PHEV as part of its preparation for the Dakar," says Stan Papior of this lead image.

Stan also snapped the Porsche and Bentley together for a 'new versus used' feature and shares this trick of the trade. "Although it looks like they're doing 100mph, they were in fact going at walking pace but, using a rig and a slow exposure, one can get the look in only 20 metres of road." Sneaky.

Luc Lacey caught the Radical RXC while hanging from the boot of a car in front of it. He also took this portrait of Ken Block. "A bit of portable studio lighting helped them both pop out in the image," he says.

Bentley Continental GT V8 and
Porsche 911 Carrera 4 GTS
Stan Papior



Radical RXC
Luc Lacey





Mitsubishi Outlander
PHEV rally car
Stan Papior

Ken Block
Luc Lacey



BEST RENDERINGS OF THE YEAR

Bentley's small sports car
Ben Summerell-Youde



Nissan Z SUV concept
Ben Summerell-Youde



Porsche 959
Ben Summerell-Youde



PICTURE EDITOR BEN SUMMERELL-YODE imagined upcoming cars for the news section again this year. Leading his three favourites is the Bentley, which accompanied our scoop of the EXP 10 Speed 6. The Nissan went with a scoop on the Z being morphed into a SUV, the GripZ concept coming soon after. A Nissan insider said it was so accurate "he must have seen the real thing". He hadn't. The Porsche 959 was "inspired by grainy motorsport photography. I felt the need to give the internet a modern 959".



THIS ARIEL NOMAD shot is one of Luc Lacey's. "I spotted a pool of water next to the jumps and decided to shoot wide to keep it in the frame to capture the reflection. Lowering the shutter speed means it's trickier to shoot, but it adds so much energy to the shot."

The Audi S1 and Mini JCW photo is also by Luc, taken in London at 2.30am. "Although standing in the rain in the early hours of the morning doesn't sound that great an idea, the water really helped to add colour."

The Lamborghini Aventador is Stan Papior's work: "I liked the mechanical/sculptural qualities of the plane's engines that make them look as if they are travelling at speed even when stationary, much like the Aventador."



Ariel Nomad
Luc Lacey



Lamborghini Aventador SV
Stan Papior



Audi S1 and Mini JCW
Luc Lacey



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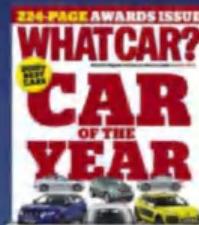
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OUR CARS

2015 AWARDS

We like to think we're an amenable lot at Autocar; we often spend huge amounts of time in each other's company, be it on either side of a desk or at a windswept Millbrook. But there is one subject that raises hackles and causes division like no other: long-termers.

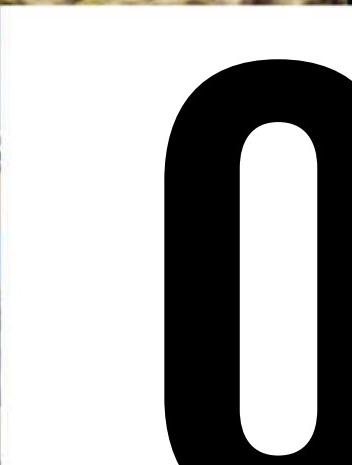
It's worth pointing out that long-termers aren't necessarily *chosen* by the staffers who run them. Lifestyles and personal requirements are taken into account, so someone with a family of five doesn't end up with a two-seater, but beyond that it's generally pot luck.

Nor does the car's guardian end up choosing the precise spec; we're usually so keen to get cars of the moment into our car park that we can end up accepting them fresh off the launch, loaded to the gunwales with options or sporting that paint scheme that looks great in the brochure but... well, you get the idea.

It's all the more bizarre, therefore, that people become so partisan about their vehicles. Perhaps everyday use allows as many of a car's positive traits to seep through into the mind of a hack as it does the foibles and glitches. Does that longer period of time with a vehicle allow affection to build up?

The most likely scenario is that we're just human and that the pride in whatever is on our driveways most evenings shines through. Your car says something about you, they say, so it stands to reason that you don't want it to be an embarrassment, even if you didn't choose it in the first place.

Opening up the long-term fleet for a set of awards is a dangerous business, then, a chance for scores to be settled, points to be made and, unless we're careful, bridges to be burned. Suffice it to say that the HR department didn't get involved during the discussions that led to our verdicts – but a counselling session or two may be required early next year, just to calm things down again. →



'Dress to impress' award for trips to the opera Ferrari FF

COMPETITION WAS TIGHT for the 'bit of glamour' gong. Not because our car park has been overrun by exotica in the past 12 months, however, but because there are two standout candidates. By just one vote, then, the Ferrari FF sees off the McLaren 650S Spider as the car most would try to blag for that big night out.

The FF left the fleet some time ago, but memories of our four-wheel-drive Ferrari hatchback remain as strong as they are fond; it went to half a dozen black-tie dos, not to mention more than a few quiet weekends at country hotels, and it never failed to impress with its comfort, performance and style.

You could say the same of the McLaren, but what may have swung things in the FF's favour is that you don't need to be particularly svelte to get in and out of it. It is, in fact, remarkably normal, with regular seats, conventional ingress and egress and even a reasonable boot that doesn't force your better half to limit her luggage to carry-on size. And that shortage of compromise leaves you to enjoy the fact that you're in a car carrying the Prancing Horse badge and, dare we say it, possibly one of the last of the breed to have a normally aspirated V12. The FF continues to be missed.
JOHN McILROY



'Wowcher' award for best value Suzuki Celerio

AS THE BLOKE who suggested a Suzuki Celerio Dualjet SZ3 would do an admirable job on our test fleet, I suppose I should act humble – in accepted winner's fashion – about the news of my car's victory in the category that identifies the car on the fleet that offers the cheapest motoring.

On the Celerio's behalf, I feel both vindicated and elated. This excellent little car that began life in about the most difficult way possible (two brake pedal failures on test – a problem promptly and permanently solved) has done extremely well in the six months and 6000 miles we have 'owned' it, impressing people both with its spectacular economy – it is 7-8mpg more frugal than a Volkswagen Up, Vauxhall Viva and all other baby petrol triples – and its day-to-day practicality.

The Suzuki may not be a distinguished car in conventional ways (size, price, power) but it has won considerable affection for simplicity,

manoeuvrability, parkability, ease of driving and grown-up qualities such as a smooth and willing engine and a light, slick gearchange.

To me, the Celerio has two secret weapons. One is its optional Dualjet engine (you pay an extra £500 for an accurately metered twin-injector system, hence the habitual mid-60mpg figure). The other is its cleverly chosen body dimensions.

The Celerio is a couple of inches longer and taller than a VW Up or a Toyota Aygo, yet it's lighter than either. The extra size isn't enough to make a difference in the car park, but it does mean you can carry three adults in the rear and fit proper suitcases into the boot. Others can't do that. Where rivals are 'nearly' cars, this is a realistic and remarkably economical choice for a young family. If the mark of a good car is its fitness for purpose, the Celerio should be listed with the best.

STEVE CROPLEY





'Guilty pleasure' award for the car you shouldn't like but do **Lexus NX300h**

MY COLLEAGUES MUST have gotten confused when voting for their guilty pleasure. Extensive research has unearthed the fact that the Lexus's vote was actually matched by support for the Dacia Logan MCV – which, as a What Car? long-terminer, not an Autocar one, isn't even eligible for an award [Don't question a free and democratic process – ed].

Surely, you could reason, they must have been further confused in actually viewing the NX as a guilty pleasure anyway. However, I'm never one to look a gift horse in the mouth, so I'm pleased that the mighty NX has picked up this award. Even if it is a back-handed compliment, I'm happy to accept it.

After all, no other car on the fleet combines such a snazzy and contemporary sense of Will.i.am style with such a comfortable driver's seat. If you want to be looked at, and then drive a long way, this is the car in which to do it. If you do drive it a long way, you might find it to be rather heavier on fuel than you expected, but at least that fuel will be petrol, and you can rejoice in its refined cruising and

comparative low-speed silence, cocking a snook at its same-old, same-old diesel SUV rivals and their noxious emissions as you go.

On top of that, the NX is screwed together like a Lexus should be – like any car should be – and its cabin quality and proliferation of buttons and kit are enough to give pleasure, secret or otherwise, to even the most critical of Autocar staffers. Cheers.

MARK PEARSON



Striking styling and a quality cabin helped the NX win

'Weekend in Wales' award for the most fun to drive **Mazda MX-5**



WE'VE BEEN LUCKY this year to run a number of cars that you'd look forward to driving all weekend. Volkswagen Golf R? Renaultsport Mégane? Or how about the Ferrari FF or McLaren 650S Spider? And yet I'm not at all surprised that the Mazda MX-5 is the winner of this most focused of categories.

What makes a weekend winner? For me, it's a blend of fun, practicality and refinement – and the Mazda delivers all three. When it comes to fun, the MX-5 is hard to beat. It's certainly not been the fastest car on the fleet in recent months, but it is one of the most enjoyable. It's great to drive, and the drop-top widens the appeal on anything approaching a warm day. Indeed, the roof is so speedy to operate – about six seconds – that it could be designed specifically for fickle British summer afternoons.

Then there's value. The Mazda has a price tag of just £21,000. I'd argue that the Ferrari FF, great though it was, is not worth the tenfold increase in list price.

This verdict has come in for some criticism, not least from those who suggested that a four-wheel-drive Golf R is a better choice for Wales than a convertible could ever be. But you can't argue with democracy, can you?

MATTHEW BURROW



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'BBC 6 Music' award for the best infotainment system Audi TT

FIVE YEARS AGO, we'd barely have thought about a car's stereo and navigation systems. These days the interface tends to dominate the dashboard, so it's becoming more important by the month to have a set-up that works. Audi is clearly on the right track, because its cars accounted for about half of the votes cast – and at the top of the pile is the TT Roadster.

I'm going to be bold here and say that raw sound quality may not have been the clincher, but when the TT's system looks so darned cool, it's always going to win fans. It's the first long-terminer we've had that really exploits the 'dual-screen' set-up that's becoming more and more popular, with a crystal-clear central display the base for Audi's regular MMI set-up and then the optional 12in widescreen taking the place of conventional instruments beyond the steering wheel.

MMI is right up there with Mercedes' Comand and BMW's iDrive when it comes to ease of use, but the



A configurable display replaces regular dials in the TT

digital instrument panel takes things to a whole new level. Audi's engineers have been desperately clever with the interface, giving it the sort of transitions and animations that force Apple iPhone enthusiasts to preach to non-believers at every opportunity. Having digital dials that can shrink and grow as required – quickly and smoothly – is enough to make you forget that, in fact, they're just showing you the same basic information as before. But the glory of a widescreen map display between them cannot be underestimated; it oozes the sort of 'techno coolness' that persuaded so many people towards a TT in the first place.

There are purists among us, though, who do yearn for audio quality. Mark Pearson declined to nominate a vehicle at all. "They all sound awful," he said, with all the disdain of a man who'd happily spend family hatchback money on upgraded speaker cable.

JOHN McILROY



'IKEA wardrobe' award for DIY weekends

Skoda Octavia Estate

IRONY OF IRONIES, the only test our Octavia Estate failed at was... shifting an IKEA wardrobe.

But it still wins this award because it was partly our fault that it failed. Why? We specified our car so it couldn't be had with a fold-flat front passenger seat. It's a £115 option only offered with SE and Greenline-spec cars, and ours was in posh Elegance trim with different seats that prevent the fold-flat option.



Spacious Octavia's roomy boot was put to regular use

So when Mark Tissshaw attempted to squeeze his flat-packed Hurdal clothes storage solution into the Skoda, he found it wouldn't quite fit. Well, strictly speaking it would, but not without obstructing the driver somewhat, so he deemed it not safe and found other transport. However, he said it would have slid in easily if the passenger seat back could have been fully dropped to free up a few crucial extra centimetres.

Nevertheless, the Octavia's blend of capability, capacity and comfort when it came to everything else we attempted to cram into it makes it a worthy winner.

Most folk, when they're moving a load, want a vehicle that is big enough for the job but not too big, and in that respect the Octavia, with its 610-litre seats-up boot space (1740 litres with the seats down) proved to be a great compromise.

It was my Czech mate, and I became my colleagues' best mate whenever they wanted to go on a holiday, shift heavy-duty garden supplies, ferry family members to airports, or carry out myriad other missions of off-beat usefulness.

MATT BURT



'Public transport avoidance' award for trips into town

Kia Soul EV

SOME LONG-TERMERS are loved when they are here; others are only missed once they've gone. The Kia Soul EV probably falls into the second of those two categories, but it usurped city cars such as the Celerio to be the preferred choice of staffers who've "just got to pop into town".

The distinctive Soul is not the first EV we've run at Autocar, but it managed to transcend the usual suspicions and become a vehicle we could trust. That's because, more than any previous EV, the Kia had a superb knack of judging its range, telling you a figure and then sticking to it. It also has all of the usual benefits of an EV: silent running, instant torque and, in the right areas, free parking.

Hilton Holloway, the Soul's original keeper, described it as "a supreme car for local daily use".
JOHN McILROY



ANY OTHER BUSINESS?



'Everyday supercar' award McLaren 650S Spider

The remarkable thing about the 650S is its breadth of ability for what, let's not forget, is a car at the rarer end of the supercar spectrum. It's as quick around a circuit as a Ferrari 458 Speciale and stands up to repeated track-day abuse magnificently, but then you can pootle to work or back home in genuine comfort. You don't feel too indiscreet doing that, either. Oh, and the roof goes down. MARK TISSHAW



'Making the right impression' award Citroën C4 Cactus

The parents at my daughters' school don't usually enthuse about the cars I turn up in, but our bright yellow C4 Cactus stopped them dead. They smiled at its exuberance, purred over its eye-catching Airbumps and asked the right sort of questions, such as "Is it electric?" and "Is it expensive?"
MARK PEARSON



'Better than I'd expected' award Fiat 500X

What first struck me about our long-term 500X was how smart it looked. This wasn't an ungainly oddity – like the 500L MPW – by any stretch. The 500X transpires to have more than just style in its favour, too. It is pleasant to drive, practical and affordable. Fair play, Fiat, fair play.
LEWIS KINGSTON



'I aspire to own one' award Volkswagen Golf R

The Golf R is such a relevant car on today's roads, with massive overtaking power, playful yet unintimidating handling, all-weather practicality and reasonable everyday running costs. I rarely get attached to cars that go for the 'all things to every man' approach, but the Golf R does it, and does it well. I really do aspire to own one at some point.
VICKY PARROTT



'Turning heads' award Renault Twingo

If you're something of a wallflower, steer clear of our Renault Twingo. The bright yellow paintwork, distinctive styling and our car's 'SXY' numberplate all mean that the little city car turns more heads than anything else on the fleet, including the Ferrari FF and McLaren 650S Spider. Who says you can't stand out in a small car?
MATTHEW BURROW

YOUR VIEWS

Write to Autocar
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LETTER OF THE WEEK

For goodness' SAIC

You asked if the Fiat 124 Spider is a good idea or bogus (Leader, 25 November). I think it's a bit of both. Platform sharing with the Mazda MX-5 can be no bad thing, but how genuinely 'Italian' it is might be contentious. It looks good and at least has an Italian heart, albeit transplanted.

It's great that it exists and surely it shames MG's owner, SAIC. If Fiat Chrysler Automobiles can muster the 124, why can't SAIC do the same for the MG B, a formerly more successful rival to the 124? It might actually drum up some custom in place of the present sad situation.

John Miles
Ruislip



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO®
PROFESSIONAL VALETING SUPPLIES

RELEASE THE SPIDERS

The Fiat 124 Spider is not an affront to the 124 Spider name. Sure, it's not as 'pure' as the 1960s original, but neither is the world we now live in. It looks like it would be quite colour/wheel specific and is done no justice by photos.

Subtle tweaks to the grille sizes would make it even better in my eyes. Good luck with the car, Fiat, although I don't think you'll need it. Bring on the Abarth.

Mike Spencer
via email

the feisty Uno and the surprisingly competent Tipo of the late 1980s.

Fiat deserves to succeed in this increasingly competent world, if it plays on its strengths. The new 124 is clear evidence of this. Enough to get me out of my diesel Golf? Perhaps not.

Graham Thompson
County Down

WE'RE ALL IN THIS TOGETHER

We've seen huge strides forward in the industry, such as sharply improving performance alongside real-world efficiency of modern petrol and diesel engines, with increased comfort, reliability and safety.

I feel that we have all had a part to play in the emissions scandal by wanting something for nothing – that is, increased performance as well as massive reductions in fuel consumption. Perhaps if we were more realistic,



Bentayga gets Charlie's seal of approval

Bentayga real presence. It's predictable, but the Bentayga looks like a Bentley, and that's quite an achievement.

Charlie Blackler
via email

TIPTRONIC THOUGHTS

I know I'm getting old when, browsing in a Porsche dealership and looking at a Boxster, I thought: "That won't carry much to the tip."

Paul Ruane
Leeds

TIME IS MONEY

I enjoyed 'Economy driving, 1960s style' (Rear View Mirror, 28 October). My, how we all chortled at the guy who saved £1.62 by taking an extra two and a half hours over his journey.

Come the year 2070, I wonder how we will view those who bought a Porsche Macan S, when, for just an

AUTOCAR What you're saying on autocar.co.uk

Revolutionary new Citroën suspension

I hope it's exclusive to DS. That would maintain both traditions – Citroën with comfort and simplicity, and DS with complex technical solutions.

Filippos

Would higher-profile tyres and smaller wheels provide a cheaper solution?

Adrian987

The hydropneumatic system is incredible



in terms of comfort. I hope that it's an equivalent system.

David RS

Citroën with poor suspension is like BMW

with no performance. Citroën needs to find its identity again, with interesting, practical, value-for-money products.

Harry P



NEXT WEEK

Inside the magazine – on sale 23 December

FIRST DRIVE



New Renault Mégane Can it continue the renaissance started by Clio and Captur?



FIRST DRIVE
Lambo Huracán LP580-2
Lamborghini's latest supercar is rear drive. Is it better than 4WD?



ROAD TEST
Volkswagen Caravelle
Crowd-swallowing people-mover versus our scrupulous test team

SHOOTOUT



Straight-line fight We drag race a McLaren 650S, 458 Speciale, Nissan GT-R and more



Andy monitored auction prices of used VWs at BCA Bedford

extra £10,500, they could have had the GTS model and saved a whole two-tenths of a second every time they accelerated from rest to 62mph.

Graham Sutton
Chorley, Lancashire

THE PRICE IS RIGHT

I went to the BCA Bedford car auction last week to research what the trade is paying for stock before I approach them about trading in my own car. Given Steve Cropley's comments on the Volkswagen Group story, I took notes on the prices for Volkswagens. I watched 25 VWs go through the ring. Whatever the media says, it seems the cars remain in strong demand, which is worth bearing in mind if the dealer makes a low-ball offer on your VW trade-in.

Incidentally, congratulations are due to BCA, which nowadays puts the original retail price, plus the retail, clean, average

and below average guide prices given by both CAP and Glass's against each car listed in its auction catalogue. This is most helpful for us private buyers.

Andy Burrows
Chesham, Buckinghamshire

THAT DOESN'T ADD UP

On the final report for your Porsche Panamera (Our Cars, 18 November), the cost of options brings the price as tested to £97,498, not £93,498 as stated. This results in eye-watering depreciation of more than £30,000, raising the cost per mile from £3.43 to £3.95.

Steve Butterworth
via email

THE CORE OF THE ISSUE

I'm unconvinced by the explanation of Seat's Carol Gomez for the growing popularity of white as a car colour: namely, its association with Apple products (Confidential, 18 November). How does she explain the current popularity of black, for bodywork, upholstery, windows and wheels?

Jeff Loomes
Hartley, Kent

EXPORT STRENGTH

In 'Kick-RS Fords from under £5000' (Autocar, 4 November), Alan Taylor-Jones states that all RS1600s had a fully seam-welded body. This is untrue. The production RS1600 used the same body as the Twin-Cam, Mexico and RS2000 – that is, the strengthened export bodyshell, with the reinforced mounts for the rear radius arms fitted.

Memorably, when Ford was looking to give this bodyshell an identity, someone came up with the bright idea of calling it the Type 49, after the Lotus 49, the first grand prix car powered by the Ford-funded Cosworth DFV.

Chris Hak
Verwood, Dorset



Does a Macan GTS merit its £10,500 premium over an S?

CONTENTS SUBJECT TO CHANGE



Classics in the making

With classic car prices on the rise, James Ruppert finds cheaper options with collectability potential

The other day I noticed that a Mk3 Ford Escort sold at auction for £60,000. I grant you that there was a turbocharger under the bonnet and an 'RS' in the model description, but perhaps this is the point at which we all throw up our hands at the utter madness of classic car prices. Instead, let's take a gander at the really interesting motors that cost rather less than £60k.

I always keep an eye on the Citroën C6 as the last of the properly odd French cars, before the more recent crop of oddities get affordably old. The trouble is that C6 sales were marginal and the ones that do look tempting in the £3000 region will always have issues, often of the

suspension kind. So the safe amount to spend is £6000-plus.

If you want big-barge comfort without any reliability twists, it has to be a Honda Legend. You don't have to spend much at all. I've seen them with MOT certificates below £400, which bags a 1998 example. Raising the budget to £2000 gets a tidy 2002 Legend. Unlike the C6, it won't make you feel special or ever break down.

That brings us straight back to cars with real character. So where else would we go but to Italy and Alfa Romeo? The GT is really tempting now and is just such a relief from those Bavarian coupés. You get all that loveliness for around £2000. I'd stick to a 2.0 JTS, and there are plenty around with full



Usable MG ZRs start at less than £500

history and a couple of keys. I think this is as future-proof a classic as you are likely to get.

Rovers really aren't going away, despite it being a decade since any new ones were made. I had a Rover 45 parked on my drive the other day. It was an everyday hack and looked very tidy for a 15-year-old car.

Few are going to be worth that much, but maybe a slightly warm MG ZR has

The Alfa Romeo GT is around £2000. I'd stick to a 2.0 JTS. It is as future-proof a classic as you are likely to get



P146 James Ruppert
Used car expert



P148 Lewis Kingston
Deals expert



P150 Nic Cackett
Data expert

Alfa Romeo's GT looks a bargain and there's lots around

BANGERNOMICS BEST BUYS



READER'S CAR: FIAT MAREA WEEKEND

Kevin Brock bought his 2000 Fiat Marea Weekend 115 ELX on eBay for £310 in summer 2013. It had 101,000 miles showing, a cambelt change and four previous owners.

Kevin says: "Over the past two years, we've put another 10,000 miles on it and it hasn't missed a beat. It's just got through its third MOT test with only a bit of welding at a cost of £280, including MOT. The only other bills in the past year have been a new exhaust and a couple of tyres. My wife and I love it. We'll just keep it until it drops."

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WHAT CAUGHT MY EYE THIS WEEK: DODGY ADS

Dodgy ad listings turn up on well-known classified and auction sites at deceptively low prices. They are scams, of course, and it is our used car duty to report them.

USED CAR DILEMMA: PERODUA KENARI

The Kenari was a 'what, from where?'. In this case, Malaysia. Underneath, it's a Daihatsu Move, and that's a good thing. It's reliable and cheap to run, and the sheer boxiness means tall hat wearers are spoilt for head room.

NEVER HEARD OF IT

USEFUL



a chance. Plenty have been fitted with 'Barry' kits (big exhausts and filters). So the starters with an MOT certificate are less than £500, which is not much to pay for a bit of fun. Eventually, they will have to go the way of MG Maestros, which is upwards.

And finally, I have an immense amount of time for Nissan 350Zs. I doubt that they will be as special as the 240Z, but they're still what a brutish coupé should be. They can be tuned to infinity, which is a sort of in-joke, and I have a soft spot for the Infiniti version. I don't think they will make cars like this in the future so maybe an unmolested early car might climb to Escort Mk3 heights, but I doubt it. Buy and enjoy now for £5000. Bargain.

Dream cars for deep pockets

Ready to start a car collection? You'll want rarity, usability and exotica of the highest order. **Lewis Kingston** writes his wish list

1 Mercedes-Benz SLR McLaren Roadster (2007-2009)

You can't go wrong with side-exit exhausts, can you? Well, the curious product of Mercedes-Benz's and McLaren's collaboration isn't the finest example of ankle-burning motoring around, but it's a serious bit of kit that blends a 617bhp 5.4-litre V8 with a five-speed auto 'box, super-sharp steering, finicky brakes and a hefty kerb weight.

Jaw-dropping top-down looks and a raucous exhaust provide much compensation, however, as does a 0-62mph time of 3.8sec.

Expect to pay £300,000 for an immaculate example of the rare and distinctive Roadster with less than 15,000 miles on the clock. It should be reliable and usable, too, furthering its appeal.



2 Saleen S7 (2000-2006)



Saleen S7 (2000-2006)

If you're in the market for a hand-built supercar, Saleen isn't a name that jumps to mind. The Saleen S7, however, is unquestionably a serious contender in its class. It was well engineered, primarily in the UK, and used high-end materials and components throughout.

Opt for a 2005-on example and it'll feature a twin-turbocharged 7.0-litre

Ford V8 that produces 750bhp and 700lb ft. A kerb weight of just 1338kg and sleek aerodynamics further help it to dispatch the 0-60mph sprint in a claimed 2.8sec, and, if you've room, Saleen says the S7 will touch 248mph.

Around £850,000 will net you an immaculate imported example of what is a very rare, interesting and capable car.

Only 25 beautifully engineered Zonda F coupés were made, so you'll be joining an exclusive club if you buy one. Go for a Clubsport version, with more power, bigger brakes and reworked aerodynamics, and it'll be even rarer. Expect to pay a hefty but depreciation-free £1.5 million or so for a sub-10,000-mile example in excellent condition.

The Zonda's 641bhp naturally aspirated 7.3-litre V12 helps the bespoke supercar to sprint from 0-62mph in 3.6sec. You don't need to drive it hard to enjoy it, though, with its fabulously detailed interior, evocative engine and staggering presence. Pleasingly, Pagani has a reputation for reliability, so embarrassing stoppages should be rare.





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4



Maserati MC12 (2004-2005)

The MC12 may have been slower, less powerful and less well received than the Ferrari Enzo on which it was based, but fewer were built and it's more affordable – comparatively speaking, that is. Maserati built a total of 50 road cars (as opposed to some 400 Enzos), and you'll pay 'just' £1.2 million for an MC12. That's a saving of £300,000 compared with

the least expensive Enzo, so pocket the difference and spend it on driving your Maserati in anger.

Most have less than 5000 miles on the clock and will have been cosseted from new. Fire up that glorious 623bhp naturally aspirated V12 and enjoy a road-legal race-bred Italian supercar that's capable of 0-62mph in 3.8sec.

Koenigsegg CCR (2004-2006)

The CCR was the evolution of Koenigsegg's first production car, the CC8S. As well as giving us all a second chance at spelling the company's name right, the CCR heralded several key improvements, including twin superchargers for more performance, bigger brakes and a revised chassis.

It hit home with a sledgehammer-like

805bhp blow from its force-fed 4.7-litre V8, aiding it on its way from 0-62mph in 3.2sec. Wind it out and it could even exceed 242mph.

Just 14 were made, but, despite that, you can pick up a CCR for £650,000. Given that Koenigsegg is going from strength to strength, if you have the wherewithal, now is the time to buy one.

5



NEW CARS

A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

★★★★★ Inherently dangerous/unsafe.

Tragically, irredeemably flawed.

★★★★★ Appalling. Massively significant failings.

★★★★★ Very poor. Fails to meet any accepted class boundaries.

★★★★★ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.

★★★★★ Off the pace. Below average in nearly all areas.

★★★★★ Acceptable. About average in key areas, but disappoints.

★★★★★ Competent. Above average in some areas, average in others. Outstanding in none.

★★★★★ Good. Competitive in key areas.

★★★★★ Very good. Very competitive in key areas, competitive in secondary respects.

★★★★★ Excellent. Near class leading in key areas, and in some ways outstanding.

★★★★★ Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 167

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH					ALFA ROMEO					AUDI				
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★			A1 3dr hatch	Audi's answer to the Mini. Fun and refined	★★★★★		
1.4 T-Jet	£14205 133 155 26	-			1.4 TFSI 160	103 98 13	-			1.4 TFSI 150 S line	118 123 23	4.2 V8 RS4	£56595 444 249 41	
1.4 16v Turbo T-Jet	£16005 133 155 27	-			1.4 TFSI 150 Sport	148 112 23	2.0 TDI 136 SE	£28900 134 116 23		1.4 TFSI 150 S line ACT	118 124 24	2.0 TDI 136 SE Technik	£29900 134 116 23	
500 CONVERTIBLE	2dr open Open-top hot hatch; has a softer ride than the top car	★★★★★			1.4 TFSI 150 e-tron	148 114 24	2.0 TDI 163 Ultra SE	£29620 161 114 27		1.4 TFSI 180 quattro Sport	149 127 27	2.0 TDI 163 Ultra SE Technik	£31040 161 114 27	
1.4 16v Turbo T-Jet	£16005 133 155 27	-			1.4 TFSI 180 quattro	108 89 17	2.0 TDI 177 S line	£32475 175 126 27		1.6 TDI 110 ultra SE	108 89 17	2.0 TDI 177 Black Edition	£33250 175 126 28	
DB9 2dr coupé	Enchanting looks, but ride is choppy. Manual is the best	★★★★★			1.6 TDI 110 ultra S line	108 89 17	2.0 TDI 177 Black Edition	£33250 175 126 28		1.6 TDI 110 Sport	108 103 17	2.0 TDI 177 quattro SE	£31180 175 139 27	
5.9 V12	£141995 470 333	-			1.6 TDI 110 Sport	108 103 17	2.0 TDI 177 quattro SE Technik	£32480 175 139 27		1.6 TDI 180 quattro Sport	149 127 27	2.0 TDI 177 quattro S line	£34035 175 139 27	
VANQUISH 2dr coupé	A British supercar for British roads. Looks the business, too	★★★★★			1.6 TDI 180 Sport	108 117 23	2.0 TDI 177 quattro Black Edit	£34810 175 139 28		1.8 TFSI 180 S line	112 127 26	3.0 TDI 245 quattro Black Edit	£40325 237 154 34	
5.9 V12	£189995 565 335	-			1.8 TFSI 180 Sport	108 117 23	3.0 TDI 245 quattro Black Edit	£40325 237 154 34		1.8 TFSI 180 S line	112 127 26	A4 ALLROAD 5dr estate	Rugged 4x4 A4. Price	
A3 CABRIOLET 2dr open	A measured success, but the usses sacrifices make it free	★★★★★			1.8 TFSI 170 Black	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 Sport	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£131995 460 333	-			1.8 TFSI 170 Sport	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE	£32680 175 153 27	
AUDI					1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE Technik	£32680 175 153 27	
A1 3dr hatch	Audi's answer to the Mini. Fun and refined	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE Technik	£32680 175 153 27		1.8 TFSI 170 S line	118 126	A5 5dr sportback	Refined four-door coupe, but short on charm or finesse	
5.9 V12	£189995 565 335	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE Technik	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro S line	£32680 175 153 27	
A3 3dr hatch	Classy interior, stable handling and good engines. Second only to the Golf	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro S line	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE	£32680 175 153 27	
5.9 V12	£131995 460 333	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE Technik	£32680 175 153 27	
A4 4dr saloon	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro S line	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE Technik	£32680 175 153 27	
ALPINA					1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE	£32680 175 153 27		1.8 TFSI 170 S line	118 126	A4 4dr saloon	Highly competent and quality laden	
B3 2dr coupé	Rapid, usable and cheaper alternative to an M3	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro SE	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
B4 4dr saloon	Rapid, usable and cheaper alternative to an M3	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
B3 CONVERTIBLE 2dr open	Rapid, usable, cheaper alternative to an M3.	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
B5 2dr coupé	Rapid, usable and cheaper alternative to an M3.	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
B5 TOURING 5dr estate	Rapid, usable and cheaper alternative to an M3.	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
B5 4dr saloon	Huge pace, but let down by uninvolved dynamics	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
B7 4dr saloon	Makes sense on an autobahn but not for the UK	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
B7 5dr estate	Huge pace, but let down by uninvolved dynamics	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
B7 5dr estate	All the A3's standard attributes in a 5dr	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£15100 237 159 50	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
ARIEL					1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
ATOM	Odr open Superbke fast track mentalism. As exhilarating as cars get	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£19321 245 -	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
300	£34319 300 -	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
ASTON MARTIN					1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
RAPIDE	4dr saloon Four-door Aston is more practical, but just as charming	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£149995 550 355 -	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£149995 550 355 -	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
VANTAGE	2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
4.7 V8	£84995 420 299 -	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
4.7 V8	£99995 430 299 -	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
5.9 V12	£138000 565 389 50 -	-			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
VANTAGE ROADSTER	2dr open Drop-top suits the Vantage's relaxed nature	★★★★★			1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27		1.8 TFSI 170 S line	118 126	2.0 TDI 177 quattro	£32680 175 153 27	
4.7 V8	£98995 420 299 -	-	</td											

AUTOCAR TOP FIVES

Pocket rockets



1 Ford Fiesta ST

From £17,000

Given the long wait, this could have been a huge anti-climax. It isn't. Firm ride aside, it's brilliant. And cheap. ★★★★☆

2 Mini Cooper S

From £19,000

Came a hair's breadth from toppling the ST. Arguably the more well-rounded option but not quite as much fun. ★★★★☆

3 Audi S1

From £25,000

Outright speed ensures the S1 grades highly; huge expense keeps it third. Dependably good rather than great. ★★★★☆

4 Peugeot 208 GTi

From £19,000

Easy to live with, easy to enjoy and quick in a straight line, the 208 is the best GTi Peugeot has built in a decade. ★★★★☆

5 Volkswagen Polo GTI

From £19,000

New powertrain makes the Polo a contender. Short on frenzy, but its usability is second to none. ★★★★☆

Audi
Vorsprung durch Technik

Make and Model

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

Price

Bhp

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CO₂ g/km

Insurance group

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group			
320i M Sport	£30900	181 153 31	43d xDrive M Sport	£42460	255 142 40	43d xDrive M Sport	£42460	255 142 40	5 SERIES TOURING 5dr estate	Great overall package. S20d the best	£35865	141 127 31	xDrive35i M Sport	£45695	308 157 43	xDrive35i M Sport	£45695	308 157 43	CHEVROLET	2.0 HDi 160 VTR+	£25180	161 133 28
320i Luxury	£34300	241 162 36	43d xDrive Luxury	£45245	308 147 41	43d xDrive Luxury	£45245	308 147 41	X4 5dr 4x4	A downsized X6. Respectable enough, but the cheaper X3 is a better option	£36895	187 142 31	xDrive20d SE	£36895	187 142 31	CORVETTE	2dr coupé Left-hand drive heavy hitter. Serious engine for the money	£13295	81 104 9			
320i M Sport	£34105	242 162 36	43d xDrive M Sport	£45745	308 147 41	43d xDrive M Sport	£45745	308 147 41	5 SERIES TOURING 5dr estate	Great overall package. S20d the best	£35865	141 127 31	xDrive20d SE	£36895	187 142 31	2.0 HDi 160 Excl.	£26780	161 133 28				
316d ES	£27575	114 116 20	4 SERIES 2dr open	A quality product to be sure, but some of the verve has gone with the roof	★★★★★	530d Luxury	£46470	241 144 43	xDrive20d SE	£36895	187 142 31	xDrive20d M Sport	£38395	187 142 31	530d	£69110	460 279 50	S3 3dr hatch	Jack of all trades, master of none. Nice styling	£17220	109 107 17	
316d SE	£28425	114 116 20	4 SERIES 2dr open	A quality product to be sure, but some of the verve has gone with the roof	★★★★★	535d Luxury	£51120	308 149 45	xDrive20d xLine	£38395	187 142 31	xDrive20d M Sport	£39895	187 142 31	2.0 PureTech 82 DSign	£13295	81 104 9					
316d Sport	£28725	114 116 20	420d Luxury	£39880	181 137 31	535i Luxury	£46945	302 179 42	xDrive20d xLine	£38395	187 142 31	xDrive20d M Sport	£39895	187 142 31	2.0 PureTech 82 DSign	£14720	81 107 11					
318d SE	£29675	141 124 24	420d M Sport	£40380	181 137 31	535i M Sport	£46945	302 179 42	xDrive20d xLine	£38395	187 142 31	xDrive20d M Sport	£39895	187 142 31	2.0 PureTech 110 DStyle	£15995	109 107 19					
318d Sport	£29975	141 124 24	420d Sport	£37380	181 133 30	535d M Sport	£35365	181 157 31	xDrive30d M Sport	£46695	255 156 40	xDrive30d M Sport	£46695	255 156 40	2.0 PureTech 110 DStyle	£16630	118 150 16					
318d Luxury	£32175	141 127 25	420d Sport	£38880	181 137 30	520i Luxury	£38165	181 162 37	xDrive35i M Sport	£49295	308 157 43	xDrive35i M Sport	£49295	308 157 43	2.0 CRD SR	£17290	161 129 26					
318d M Sport	£31975	141 127 25	420i Luxury	£40220	242 163 36	520i M Sport	£38165	181 162 37	X5 5dr 4x4	Very comfortable and capable. Although the bling M50d should be avoided	£38395	187 142 31	xDrive20d SE	£38395	187 142 31	2.0 PureTech 110 DStyle	£17220	109 107 17				
320d SE	£30775	181 125 31	420i M Sport	£40720	242 163 37	520i SE	£38895	242 149 40	xDrive20d xLine	£38395	187 142 31	xDrive20d M Sport	£39895	187 142 31	2.0 PureTech 110 DStyle	£17220	109 107 17					
320d Luxury	£33275	181 128 32	420i SE	£37720	242 159 36	520i Luxury	£41730	242 154 41	xDrive20d SE	£38395	187 142 31	xDrive20d M Sport	£40180	402 226 49	2.0 PureTech 110 DStyle	£17220	109 107 17					
320d M Sport	£33075	181 128 32	420i Sport	£39220	242 163 36	520d M Sport	£41730	242 154 41	xDrive20d SE	£38395	187 142 31	xDrive20d M Sport	£40480	402 226 49	2.0 PureTech 110 DStyle	£17220	109 107 17					
320d xDrive Sport	£32705	181 133 30	430d M Sport	£45700	255 144 41	518d M Sport	£30635	141 122 30	X5M	£90180	567 258 50	xDrive30d M Sport	£40480	402 226 49	2.0 PureTech 110 DStyle	£17220	109 107 17					
320d Drive Luxury	£34900	181 133 31	435i Luxury	£35865	308 194 39	518d Luxury	£35365	141 127 31	xDrive35i M Sport	£46695	255 156 40	xDrive35i M Sport	£46695	255 156 40	2.0 PureTech 110 DStyle	£17220	109 107 17					
320d M Sport	£34705	181 133 31	435i M Sport	£61815	308 194 39	518d M Sport	£35365	141 127 31	xDrive35i M Sport	£46695	255 156 40	xDrive35i M Sport	£46695	255 156 40	2.0 PureTech 110 DStyle	£17220	109 107 17					
330d SE	£35205	141 122 35	M4	£61150	425 213 45	520d Luxury	£37365	181 127 34	xDrive25d SE	£46050	215 154 42	xDrive25d SE	£46050	215 154 42	2.0 PureTech 110 DStyle	£17220	109 107 17					
330d Luxury	£38605	255 138 38	420i SE	£34910	181 154 30	520d Sport	£37365	181 127 34	xDrive25d SE	£46050	215 154 42	xDrive25d SE	£46050	215 154 42	2.0 PureTech 110 DStyle	£17220	109 107 17					
330d M Sport	£38405	255 138 38	420i Sport	£36410	181 158 31	525d M Sport	£39310	215 136 39	xDrive30d SE	£48895	241 156 44	xDrive30d SE	£48895	241 156 44	2.0 PureTech 110 DStyle	£17220	109 107 17					
330d xDrive Luxury	£40120	181 155 41	420i Luxury	£37410	181 158 31	525d Luxury	£42125	215 141 40	xDrive30d M Sport	£48895	241 156 44	xDrive30d M Sport	£48895	241 156 44	2.0 PureTech 110 DStyle	£17220	109 107 17					
330d M Sport	£39920	181 155 41	420i M Sport	£37910	181 158 31	525d M Sport	£42125	215 141 40	xDrive30d SE	£48895	241 156 44	xDrive30d SE	£48895	241 156 44	2.0 PureTech 110 DStyle	£17220	109 107 17					
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	425d Sport	£40755	218 143 34	520d M Sport	£35365	141 127 31	X5 5dr 4x4	Very good. The world's first off-road roadster. More than a bit of a stretch, though	£36895	187 142 31	xDrive25d SE	£46050	215 154 42	CHEVROLET CORVETTE	2dr coupé Left-hand drive heavy hitter. Serious engine for the money	£13295	81 104 9			
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3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	425d Sport	£40755	218 143 34	520d M Sport	£35365	141 127 31	X5 5dr 4x4	Very good. The world's first off-road roadster. More than a bit of a stretch, though	£36895	187 142 31	xDrive25d SE	£46050	215 154 42	CHEVROLET CORVETTE	2dr coupé Left-hand drive heavy hitter. Serious engine for the money	£13295	81 104 9			
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3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	425d Sport	£40755	218 143 34	520d M Sport	£35365	141 127 31	X5 5dr 4x4	Very good. The world's first off-road roadster. More than a bit of a stretch, though	£36895	187 142 31	xDrive25d SE	£46050	215 154 42	CHEVROLET CORVETTE	2dr coupé Left-hand					

AUTOCAR TOP FIVES

Hardcore sports

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
DACIA					SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable ★★★★☆	£7595	89	116	6	0.9 TwinAir 105 Go	£18170	103	92	15
0.9 TCe Ambiance	£7595	89	116	6	0.9 TwinAir 105 Lounge S-S	£16870	103	92	15	1.2 Zetec	£10695	68	115	3
0.9 TCe Laureate	£8795	89	116	7	0.9 TwinAir 105 S	£17020	84	92	15	1.2 Titanium	£11995	68	115	3
1.2 Access	£5995	74	135	2	0.9 TwinAir 85 Colour Therapy	£14970	84	92	15	1.2 Metal	£11445	68	115	5
1.2 Ambiance	£6795	74	135	2	0.9 TwinAir 85 Go	£17690	84	92	15	B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above ★★★★☆	£18945	123	146	14
1.2 Laureate	£7995	74	135	2	0.9 TwinAir 85 S	£16540	84	92	15	1.6 125 Zetec	£18195	94	98	11
1.5 dCi Ambiance	£8595	89	99	8	1.2 Colour Therapy	£13770	68	113	10	1.6 Edge	£9945	68	115	3
1.5 dCi Laureate	£9795	89	99	10	1.2 Go	£16490	68	113	10	1.6 125 Titanium auto	£21345	123	146	14
SANDERO STEPWAY 5dr hatch More expensive - but still limited ★★★★☆	£7595	89	116	6	0.9 TwinAir 105 S-S	£16005	133	155	27	2.0 T 250 Eboost ST	£22495	247	159	34
0.9 TCe Ambiance	£8395	89	125	-	1.3 MultiJet 60	£17640	94	97	18	2.0 T 250 Eboost ST-2	£23995	247	159	35
0.9 TCe Laureate	£9995	89	125	-	1.4 16v Turbo F-Jet Abarth	£16005	84	113	10	2.0 T 250 Eboost ST-3	£26295	247	159	36
1.5 dCi Ambiance	£9395	89	105	-	0.9 TwinAir 85 S	£16390	84	92	15	1.5 TDCi 95 Style	£18295	94	98	11
1.5 dCi Laureate	£10995	89	105	-	0.9 TwinAir 85 Cult	£17540	84	92	15	1.5 TDCi 120 Zetec	£17975	118	98	11
LOGAN MCV 5dr estate Charms. Certainly retains the cheap ★★★★☆	£7595	89	116	9	0.9 TwinAir 105 Cult	£18890	94	97	18	1.5 TDCi 120 Zetec S	£21045	118	98	11
0.9 Ambiance	£8595	89	116	9	1.2 Pop S-S	£13690	68	113	9	1.5 TDCi 120 Titanium	£21295	118	98	11
0.9 Laureate	£9795	89	116	11	1.2 Lounge S-S	£15090	68	113	10	1.5 TDCi 120 Titanium X	£23295	118	98	11
1.2 Access	£6995	74	135	4	1.2 Cult	£16240	68	113	10	1.5 TDCi 120 Titanium	£21195	114	109	16
1.2 Ambiance	£7795	74	135	4	1.3 MultiJet Lounge	£17490	94	97	18	1.6 125 Zetec	£18195	94	109	11
1.2 Laureate	£8995	74	135	5	1.3 MultiJet 60	£18640	94	97	18	1.6 125 Powershift	£16595	103	149	17
1.5 dCi Ambiance	£9595	89	99	12	1.3 MultiJet 85 S	£16390	84	92	15	1.6 105 Zetec Powershift	£15045	103	138	12
1.5 dCi Laureate	£10795	89	99	12	1.3 MultiJet 85 Cult	£17540	84	92	15	1.6 105 Titanium Powershift	£17795	103	149	17
DUSTER 5dr 4x4 Cheap, but cheerfully robust. Surprisingly convincing presence ★★★★☆	£7595	89	116	5	0.9 TwinAir Pop Star	£16690	103	112	11	1.6 105 Zetec Powershift	£16195	103	138	12
0.9 Twinair 105 S	£11995	106	130	10	1.3 MultiJet 105 Lounge	£18090	103	112	11	1.6 105 EcoBoost Titanium S-S	£15195	99	99	11
1.6 16v 105 Access 2WD	£9495	103	165	6	1.3 MultiJet Trekking	£18790	103	119	11	1.6 105 EcoBoost Titanium S-S	£15295	99	99	11
1.6 16v 105 Access 4WD	£11495	103	185	5	1.4 95 Pop Star	£15390	94	145	10	1.6 105 EcoBoost Titanium X-S	£16945	123	99	15
1.5 dCi 105 Ambience 2WD	£11995	106	130	10	1.4 95 Lounge	£16950	94	145	10	1.6 105 EcoBoost Titanium X-S	£16095	123	99	15
1.5 dCi 105 Ambience 4WD	£13995	107	135	5	1.4 95 Trekking	£17650	94	149	8	1.6 105 EcoBoost Titanium X-S	£16295	123	110	14
1.5 dCi 105 Laureate 2WD	£13495	106	130	11	1.4 120 Pop Star	£17195	118	159	10	1.6 105 EcoBoost Titanium X-S	£16495	99	99	11
1.5 dCi 105 Laureate 4WD	£15495	107	135	10	1.4 120 Lounge	£18595	118	159	10	1.6 105 EcoBoost Titanium X-S	£16695	99	99	11
FERRARI					1.4 120 Trekking	£19295	119	159	10	1.6 125 Zetec	£13195	80	120	7
F12 2dr coupe Proper V12 Ferrari with serious exclusivity and appeal ★★★★★	£239352	730	350	50	1.3 MultiJet 85 Pop Star	£17040	83	110	8	1.6 105 Titanium Powershift	£16045	103	138	12
6.3 V12	£152088	483	270	50	1.3 MultiJet 85 Trekking	£19140	83	114	7	1.6 105 Zetec	£13695	79	99	6
FF 2dr coupe Four-seat Ferrari estate has appeal but lacks classic DNA ★★★★☆	£227077	651	360	50	1.6 MultiJet 105 Lounge	£19440	103	117	17	1.6 105 Zetec S	£14195	99	99	11
6.3 V12	£227077	651	360	50	1.6 MultiJet 105 Trekking	£20140	103	122	15	1.6 105 Zetec S	£14195	99	99	11
CALIFORNIA 2dr open Sleek, comfortable and fast. Now with turbocharger ★★★★★	£198461	570	305	50	1.6 MultiJet 120 Pop Star	£18540	118	120	17	1.6 105 Zetec S	£15045	94	87	11
4.3 V8	£152088	483	270	50	1.6 MultiJet 120 Lounge	£19940	118	120	17	1.6 105 Zetec S	£15045	94	87	11
3.9 V8 T	£154490	552	250	50	1.6 MultiJet 120 Trekking	£20840	103	117	17	1.6 105 Zetec S	£15045	94	87	11
458 SPIDER 2dr open The complete supercar. Calm ride, explosive performance ★★★★★	£178461	570	305	50	1.6 MultiJet 120 Pop Star 7st	£19880	118	117	17	1.6 105 Zetec S	£15045	94	87	11
4.5 V8 Italia	£208909	597	275	50	1.6 MultiJet 120 Lounge 7st	£17330	103	112	11	1.6 105 Zetec S	£15045	94	87	11
4.5 V8 Speciale	£208909	597	275	50	1.6 MultiJet 120 Pop Star 7st	£18830	103	112	11	1.6 105 Zetec S	£15045	94	87	11
4.5 V8	£198906	570	275	50	1.6 MultiJet 120 Lounge 7st	£20880	103	117	17	1.6 105 Zetec S	£15045	94	87	11
FIAT					1.6 MultiJet 120 Pop Star 7st	£15840	110	120	17	1.6 105 Zetec S	£17545	108	138	10
PANDA 5dr hatch Cheap, practical and very nearly spot on ★★★★★	£7595	89	116	6	1.4 95 Lounge	£17340	94	145	9	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 85 4x4	£14995	84	105	6	1.4 95 Pop Star	£15840	94	145	9	1.6 105 Titanium Powershift	£16645	103	138	12
0.9 Twinair 85 Trekking	£13075	84	105	6	1.4 95 Lounge	£17340	94	145	9	1.6 105 Zetec S	£17545	108	138	10
1.3 MultiJet 75 4x4	£14995	74	125	7	1.4 95 Pop Star	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 85 Easy	£11375	84	99	7	1.4 95 Lounge	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 85 Lounge	£11875	84	99	7	1.4 95 Pop Star	£18090	118	117	17	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 85 4x4	£14575	84	114	7	1.4 95 Lounge	£18090	118	117	17	1.6 105 Zetec S	£17545	108	138	10
1.2 Pop	£9375	68	120	3	1.4 95 Pop Star	£15840	94	145	9	1.6 105 Zetec S	£17545	108	138	10
1.2 Easy	£10175	68	120	4	1.4 95 Lounge	£17340	94	145	9	1.6 105 Zetec S	£17545	108	138	10
1.2 Lounge	£10675	68	120	3	1.4 95 Pop Star	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
1.3 MultiJet 75 Pop	£13740	74	104	7	1.4 95 Lounge	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
1.3 MultiJet 75 Easy	£12375	74	104	7	1.4 95 Pop Star	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
1.3 MultiJet 75 Lounge	£12875	74	104	7	1.4 95 Lounge	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
1.3 MultiJet 75 Trekking	£14075	74	109	7	1.4 95 Pop Star	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
1.3 MultiJet 75 4x4	£15575	74	125	7	1.4 95 Lounge	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
500 5dr hatch Super desirable, cute city car. Pleasant, if not involving, to drive. Still heavily dated though ★★★★☆	£7595	89	116	6	1.3 MultiJet 140 Pop Star	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 85 4x4	£15995	103	92	10	1.3 MultiJet 140 Lounge	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 105 S	£14370	102	92	10	1.3 MultiJet 140 Cross	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 85 G0	£15070	84	99	10	1.3 MultiJet 140 Cross Plus	£20345	138	-	-	1.6 105 Zetec S	£17545	108	138	10
1.2 Colour Therapy	£11220	68	113	9	1.3 MultiJet 140 Lounge	£18090	118	117	17	1.6 105 Zetec S	£17545	108	138	10
1.2 Easy	£13670	68	113	9	1.3 MultiJet 140 Trekking	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
1.2 Lounge	£16070	68	94	17	1.3 MultiJet 140 Pop Star	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
1.3 MultiJet 60	£13740	84	92	10	1.3 MultiJet 140 Lounge	£17540	133	139	10	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 85 Lounge	£13740	84	92	10	1.3 MultiJet 140 Easy	£13775	85	90	13	1.6 105 Zetec S	£17545	108	138	10
0.9 Twinair 105 S	£14370	103	92	10	1.4 8v Easy	£16185	76	132	8	1.6 105 Zetec S	£17545	90	120	10
0.9 Twinair 85 G0	£15070	84	99	10	1.4 8v GBT	£12185	76	132	8	1.6 105 Zetec S	£17545	90	120	10
1.2 Colour Therapy	£11220	68	113	9	1.3 85 MultiJet GBT	£14275	85	90	13	1.6 105 Zetec S	£17545	90	120	10
1.2 Go	£13670	68	113	9	1.3 85 MultiJet Easy	£14375	85							



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AUTOCAR TOP FIVES

Super-GTs



1 Ferrari F12 Berlinetta

From £240,000

Thrilling in a way that only a front-engined V12 Ferrari could be. Crushing performance and unparalleled drama. ★★★★★



2 Aston Martin Vanquish

From £190,000

If your money is only intended to buy dazzling exterior beauty, it is best invested in Aston Martin's flagship. ★★★★★



3 Bentley Continental GT V8

From £140,000

It may have lost four cylinders, but the new Audi-sourced V8 is so good that it completely reinvigorates the Conti. ★★★★★



4 Ferrari FF

From £227,000

A mighty engine, and the drivetrain to handle it. Not the purist's Ferrari by definition – but a more usable one for it. ★★★★★



5 Mercedes S63 AMG Coupé

From £125,000

So long in the legs that continents flash by mid-stride. Has a business-like opulence. Not as evocative as some. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group							
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20	1.8 i-VTEC EX Plus	£24935	140	149	15	IX20 5dr hatch	Usable high-roofed hatch, but short on flair	5.0	V8 SC XFR-S	£82495	542	297	50				
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20	1.8 i-VTEC S	£18650	140	149	13	1.6 CRDi 115 Active Blue Drive	★★★★★	2.2	163 Luxury	£35945	161	129	33				
2.0 TDCi 150 Zetec AWD	£24195	148	135	20	1.8 i-VTEC SE Plus	£20565	140	149	14	1.6 CRDi 115 Style Blue Drive	★★★★★	2.2	200 Luxury	£37050	197	139	33				
2.0 TDCi 180 Titanium AWD	£26345	177	135	22	1.8 i-VTEC SE Plus-Nav	£21175	140	149	14	1.6 CRDi 115 Style Blue Drive	★★★★★	2.2	200 Portfolio	£41200	197	139	33				
2.0 TDCi 180 Titanium X AWD	£29095	177	135	22	1.8 i-VTEC S-Nav	£19260	140	149	14	1.4 Class	★★★★★	5.0	V8 SC 550 XJR	£92395	542	270	50				
C-MAX 5dr mpv	As fun to drive as it is to live with.	1.8 i-VTEC SR	£23135	140	149	14	1.4 Active	£13665	89	140	8	dynamics	★★★★★	3.0	V6 S-C Premium	£65955	336	224	-		
ACCORD 4dr saloon	Comfortable interior. Fiduciary dash and forgettable drive.	★★★★★	1.4 Style	£14615	89	140	8	1.6 Active Au	£15010	123	154	10	3.0 V6 S-C Premium	£61910	336	224	-				
1.0T 100 EcoBoost Zetec S-S	£18695	99	117	10	2.0 i-VTEC ES	£23200	154	159	23	1.6 Style Au	★★★★★	3.0	V6 S-C Portfolio	£73450	336	224	-				
1.0T 125 EcoBoost Zetec S-S	£19195	123	117	13	2.0 i-VTEC ES GT	£24120	154	159	24	1.4 CRDi 90 Class	★★★★★	3.0	V6 S-C Portfolio	£76450	336	224	-				
1.0T 100 EcoBoost Titanium S-S	£20195	99	117	10	2.0 i-VTEC ES GT Nav	£25320	154	159	24	IX35 5dr 4x4	Claassy, roomy cabin, predictable handling. Very competitive	5.0	V8 SC Supersport LWB	£95895	503	270	50				
1.0T 125 EcoBoost Titanium S-S	£20695	123	117	13	2.0 i-VTEC EX	£26580	154	162	24	1.6 GDI 2WD	★★★★★	5.0	V8 SC 550 XJR	£92395	542	270	50				
1.6 i 105 Zetec	£17655	103	149	11	2.0 i-VTEC EX	£27890	199	199	26	1.6 GDI 2WD	★★★★★	3.0	V6 Luxury	£56870	271	159	48				
1.6T 150 EcoBoost Titanium S-S	£20855	148	144	19	2.4 i-VTEC EX ADAS	£30290	199	199	27	1.6 GDI SE 2WD	★★★★★	3.0	V6 Luxury	£59980	271	167	48				
1.6T 182 EcoBoost Titanium X SS	£23605	184	144	22	2.2 i-VTEC 150 ES	£25400	148	138	24	1.6 GDI SE 2WD	★★★★★	3.0	V6 Premium	£60670	271	159	48				
1.6 TDCi 115 Zetec	£19150	114	117	16	2.2 i-VTEC 150 ES GT	£26320	148	138	24	1.6 GDI SE 2WD ISG	★★★★★	3.0	V6 Premium	£63780	271	167	48				
1.6 TDCi 115 Titanium	£20650	114	117	16	2.2 i-VTEC 150 ES GT Nav	£27520	148	138	24	1.6 GDI SE Nav 2WD	★★★★★	3.0	V6 Portfolio	£67870	271	159	49				
2.0 TDCi 140 Titanium	£2250	138	114	17	2.2 i-VTEC 150 EX	£28795	148	141	25	1.7 CRDi SE Nav 2WD	★★★★★	3.0	V6 Portfolio	£70980	271	167	49				
2.0 TDCi 163 Titanium X	£21725	138	129	20	2.2 i-VTEC 180 Type S	£31195	148	141	26	1.7 CRDi Premium 2WD	★★★★★	3.0	V6 Luxury	£82495	542	297	50				
GRAND C-MAX 5dr mpv	Fun and practical seven seater	★★★★★	2.2 i-VTEC 180 Type S ADAS	£33685	177	147	29	1.7 CRDi Premium Panorama 2WD	£32800	114	139	14	F-TYPE 2dr coupé	Cheaper than the roadster. Gains in ride quality mean it's better too.	★★★★★	3.0	V6	£53050	336	199	50
ACCORD 5dr estate	As above but more desirable and useful	★★★★★	1.7 CRDi 5WD	£18650	114	139	14	1.7 CRDi SE 2WD	£20250	114	139	14	3.0 V6 S	£60250	375	213	50				
1.0T 100 EcoBoost Zetec S-S	£20295	99	119	10	2.0 i-VTEC ES	£24680	154	163	23	2.0 CRDi Premium 136 4WD	★★★★★	5.0	V8 R	£85000	542	259	50				
1.0T 125 EcoBoost Zetec S-S	£20795	123	119	13	2.0 i-VTEC ES GT	£25655	154	163	24	2.0 CRDi Premium Panorama 4WD	★★★★★	5.0	V8 R	£85000	542	259	50				
1.0T 100 EcoBoost Titanium S-S	£21795	99	119	10	2.0 i-VTEC ES GT Nav	£26855	154	163	24	2.0 CRDi Premium 136 4WD	★★★★★	5.0	V8 S	£67535	375	213	50				
1.0T 125 EcoBoost Titanium X SS	£24295	114	119	14	2.0 i-VTEC EX ADAS	£31950	199	201	27	SANTA FE	5dr 4x4	★★★★★	5.0	V8 S	£79995	488	259	50			
S-MAX 5dr mpv	Proof that MPVs need not be boring ungrainy. Still the benchmark	★★★★★	2.2 i-VTEC 180 Type S ADAS	£35175	177	147	29	The Santa Fe's easygoing appeal	★★★★★	5.0	V8 S	£79995	488	259	50						
HR-V 5dr hatch	Cleverly packaged and comfortable	★★★★★	RENEGADE 5dr 4x4	£27870	148	143	24	2.2 CRDi SE 4WD 5st	£27995	194	159	19	Middling compact crossover with chunky looks but no obvious charm	★★★★★	5.0	V8 S	£19795	138	-	-	
1.6T 182 EcoBoost Titanium X SS	£24905	184	140	22	2.2 i-VTEC 150 ES	£28700	148	143	24	2.2 CRDi SE 4WD 7st	★★★★★	1.6 Multiair Longitude	£22695	138	-	-					
1.6 TDCi 115 Zetec	£20745	114	124	16	2.2 i-VTEC 150 ES GT	£29070	148	143	24	2.2 CRDi SE 4WD 7st	★★★★★	1.6 Multiair Longitude	£22695	138	-	-					
1.6 TDCi 115 Titanium	£20405	114	124	16	2.2 i-VTEC 150 ES GT Nav	£30330	148	146	25	2.2 CRDi SE 136 4WD	★★★★★	1.6 Multiair Longitude	£22695	138	-	-					
2.0 TDCi 140 Titanium	£2350	138	130	23	2.2 i-VTEC 150 EX	£32730	148	146	26	2.2 CRDi Premium 4WD 7st	★★★★★	1.6 Multiair Longitude	£22695	138	-	-					
2.0 TDCi 163 Titanium X	£27570	161	134	22	2.2 i-VTEC 180 Type S	£32925	177	150	28	2.2 CRDi Premium 4WD 7st	★★★★★	1.6 Multiair Longitude	£22695	138	-	-					
S-MAX 5dr mpv	Proof that MPVs need not be boring ungrainy. Still the benchmark	★★★★★	2.2 i-VTEC 180 Type S ADAS	£35175	177	147	29	The Santa Fe's easygoing appeal	★★★★★	1.6 Multiair Opening Edition	£22695	138	-	-							
INFINITI	Q50 4dr saloon	★★★★★	2.2 i-VTEC 180 Type S ADAS	£35175	177	147	29	1.6 E-toro Sport	£16955	108	-	-	1.6 E-toro Sport	£16955	108	-	-				
1.6T 160 EcoBoost Zetec S-S	£22310	158	159	18	2.0 i-VTEC EX	£23195	128	-	-	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 182 EcoBoost Titanium X SS	£23605	184	140	22	2.0 i-VTEC ES	£24680	154	163	23	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6 TDCi 115 Zetec	£20745	114	124	16	2.0 i-VTEC ES GT	£25655	154	163	24	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6 TDCi 115 Titanium	£20405	114	124	16	2.0 i-VTEC ES GT Nav	£26720	148	138	24	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
CR-V 5dr 4x4	The CR-V soldiers on. But it's hemmed in	★★★★★	2.0 i-VTEC EX ADAS	£31195	148	141	26	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-							
2.0 TDCi 163 Titanium X	£27870	197	174	26	2.2 i-VTEC EX	£31395	148	141	26	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
2.2 TDCi 200 Titanium X T. Sp.	£31620	197	174	26	2.2 i-VTEC EX ADAS	£32470	118	115	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
GALAXY 5dr mpv	Heavy seven-seat MPV. Easy to place on the road. Not cheap	★★★★★	2.2 i-VTEC EX-Nav	£24300	118	115	23	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-							
2.2 TDCi 200 Titanium X	£23875	197	179	27	2.0 i-VTEC S	£22345	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 EcoBoost Zetec S-S	£25670	158	167	18	2.0 i-VTEC SE	£19745	128	-	-	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 180 Eco T-jet X-S	£27570	158	167	18	2.0 i-VTEC SE Nav	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE	£19745	128	-	-	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE Nav	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE Nav 2WD	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE Nav 2WD	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE Nav 2WD	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE Nav 2WD	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE Nav 2WD	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE Nav 2WD	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	158	167	18	2.0 i-VTEC SE-SE Nav 2WD	£23245	154	168	22	1.6 E-toro Sport	★★★★★	1.6 E-toro Sport	£1855	108	-	-					
1.6T 160 Eco T-jet X-S	£28360	15																			



WEEK 48

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WHAT'S COMING WHEN



Porsche 911 Turbo/Turbo S

Spring

Porsche's 911 Turbo and Turbo S are next to receive mid-life updates. Power is up in both models, rising to 532bhp in the Turbo and 572bhp in the Turbo S – allowing for 0-62mph times of 3.0sec and 2.9sec respectively. Styling changes, including new alloys and interior upgrades, also feature. Price From £126,925

AUTUMN/WINTER 2015

Alpina D3 Biturbo, Audi A4, RS6/RS7 Performance, Alfa Romeo Giulia, BMW X1, DS 4 facelift, Hyundai Santa Fe facelift, Tucson, Jaguar XF, F-Type SVR, Jeep Grand Cherokee facelift, Kahn Vengeance, Flying Huntsman Pickup, Kia Optima, Ceed's facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Lotus Elise Sport, Elise Sport 220, Mercedes-Benz A-Class facelift, C-Class Coupé, G500 4x4, GLC, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi, Porsche 911 facelift, Renault Mégane RS 275, Seat Ibiza facelift, Skoda Superb, Smart Forfour Brabus, Fortwo Cabriolet, Subaru Levorg, Vauxhall Astra, Volkswagen Golf GTE, Transporter, Touran, Tiguan, Vuhl 05, Zenos E10 R

SPRING 2016

Alpina B7, Audi S8 Plus, S4, Q2, R8 Spyder, Bentley Bentayga, BMW M2, M4 GTS, 225xe Active Tourer, 330e, 3 Series GT facelift, Cadillac CT6, Chevrolet Camaro, Elemental RP1, Ferrari 488 Spider, Fiat Tipo, Ford Focus RS, Edge, Infiniti Q30, Honda NSX, Hyundai i20 Active, i20 1.0, Jaguar F-Pace, XE AWD, Kia Sportage, Kahn Speed 7, Lamborghini Aventador SV roadster, Huracán LP580-2, Land Rover Range Rover Evoque Convertible, Lotus 3-Eleven, Maserati Levante, Mercedes-AMG C63 Coupé, Mercedes-Benz S-Class Cabriolet, GLS, SL facelift, Mini Convertible, Porsche Boxster facelift, 911 Carrera 4/4S, Cayman facelift, 911 Turbo/Turbo S facelift, Macan GTS, Toyota Prius, C-HR, RAV4 facelift, Vauxhall Astra Sports Tourer, Volkswagen Golf GTI Clubsport, Beetle Dune, Volvo S90

SUMMER 2016

Alfa Romeo Mito facelift, Alpine A120, Aston Martin DB11, Audi RS4, TT RS, BMW 1 Series saloon, 740e, Borgward BX7, Ferrari F12 Speciale, Ford Ka, Ecosport, Infiniti QX30, McLaren 675 LT Spider, 570S GT, Mercedes-AMG SL63, Mercedes-Benz E-Class, SLC, C-Class Cabriolet, CLA facelift, CLA Shooting Brake facelift, Mercedes-Maybach S-Class Pullman, MG GS, Mitsubishi Outlander facelift, Renault Mégane, Seat Leon SUV, Skoda Roomster, Tesla Model X

AUTUMN/WINTER 2016

Audi Q5, Fiat 124 Spider, Ford GT, Hyundai Hybrid, Infiniti Q60, Kia Niro, Lexus LF-LC, Mercedes-AMG GT3, E63, Mercedes-Benz S-Class facelift, Mini Countryman, Morgan EV3, Nissan Juke, Renault Scenic, Subaru Impreza, Vauxhall Insignia

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BMW 5 Series Gran Turismo

2017

The 5 Series GT is still a niche choice in the UK, but the next-generation model is set to receive the same new platform and engines as the upcoming 5 Series saloon. Recent spy pictures have also revealed that the new car will get less of a hatchback-inspired design than today's model, with styling cues taken from 2013's Pininfarina Gran Lusso concept. Price From £40,000

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 CRDI 126 3 ISG	E20495	120	100	13	DISCOVERY SPORT 5dr 4x4	Hugely alluring compact seven-seater	★★★★★			GRANTURISMO 2dr coupe	Fantastic looks and soundtrack, average chassis	★★★★★		
1.6 CRDI 126 4 ISG	E22095	120	112	14	2.2 SD4 190 SE	E32395	188	162	28	4.2 V8	E92280	400	330	50
1.6 CRDI 126 4 Tech ISG	E23995	126	112	15	2.2 SD4 190 Tech	E33895	188	162	28	4.7 V8 Sport	E90810	453	331	50
CEED 5dr estate	Another slightly bigger looker from Schreyer, but also forgettable	★★★☆☆			2.2 SD4 190 HSE	E37595	188	162	31	4.7 V8 MC Stradale	E10135	453	360	50
1.4 98 VR7	E16400	99	148	8	RANGE ROVER EVOQUE 3dr 4x4	A new class of desirability for the SUV	★★★★★			GRANCAIRO 2dr open	Fantastic looks and soundtrack, average chassis	★★★★★		
1.4 CRDI 89 1 ISG	E17295	89	109	6	2.2 e4D 150 Pure Tech 2WD	E31205	148	129	29	4.7 V8	E98340	433	337	50
1.6 CRDI 126 2 ISG	E19695	126	116	13	2.2 SD4 190 Pure Tech 4WD	E33505	188	149	33	4.7 V8 Sport	E103935	453	337	50
1.6 CRDI 126 3 ISG	E21495	126	116	13	2.2 SD4 190 Dynamic 4WD	E39305	188	149	34	MAZDA 2dr hatch	Much more grown-up now. Handsome and comfortable – if slightly less fun	★★★★★		
1.6 CRDI 126 4 ISG	E23925	126	116	14	RANGE ROVER EVOQUE 5dr 4x4	A new class of desirability for the SUV	★★★★★			1.5 7SE	E11995	74	110	-
PROCEDE 3dr hatch	Another slightly smaller looker from Schreyer. Still not memorable	★★★☆☆			1.5 7SE-L	E12995	148	133	28	1.5 7SE-L	E12995	74	110	-
1.4 98 VR7	E14905	133	143	10	2.2 e4D 140 Pure 2WD	E29205	148	133	28	1.5 9SE	E13995	90	105	-
1.6 GD1 133 S ISG	E17895	133	124	14	2.2 e4D 150 Pure Tech 2WD	E31205	148	133	29	1.5 9SE-L	E14395	90	105	-
1.6 GD1 133 SE	E19905	133	137	15	2.2 SD4 190 Pure 4WD	E31505	188	149	32	1.5 9SE-L Nav	E14995	90	105	-
1.6 GD1 133 SE DCT auto	E21205	133	140	14	2.2 SD4 190 Pure Tech 4WD	E33505	188	149	33	1.5 9 Sport	E15395	90	105	-
1.6 T-GDI 201 GT	E20205	201	171	29	2.2 SD4 190 Dynamic 4WD	E39305	188	149	34	1.5 9 Sport Nav	E15995	113	117	-
1.6 T-GDI 201 GT Tech	E22905	201	170	30	RANGE ROVER ROVER 5dr 4x4	Arguably the best luxury	★★★★★			1.5 105 SE	E15995	104	89	-
1.6 CRDI 126 S ISG	E18995	126	100	13	2.2 SD4 140 Dynamic Lux 4WD	E46210	237	181	39	1.5 105 SE-L	E15995	104	89	-
1.6 CRDI 126 SE ISG	E20995	126	112	13	2.2 SD4 150 Pure 2WD	E29205	148	133	28	1.5 105 SE-L Nav	E16395	104	89	-
1.6 CRDI 126 SE Tech	E23095	126	112	13	2.2 SD4 150 Pure Tech 2WD	E31205	148	133	29	1.5 105 Sport	E16995	104	89	-
SOUL 5dr hatch	Looks divide opinion. Better value now, but still hardly the best option	★★★☆☆			2.2 SD4 190 Pure Tech 4WD	E33505	188	149	33	1.5 105 Sport Nav	E17395	104	89	-
EV B11W	E22995	107	-	19	3.0 TDV6 Vogue	E74950	254	182	45	1.5 105 Sport Nav	E17395	104	89	-
1.6 GD1 Start	E12800	130	158	9	3.0 TDV6 Vogue SE	E81850	254	182	50	1.5 105 Sport Nav	E17395	104	89	-
1.6 GD1 Connect	E15000	130	158	10	3.0 TDV6 Hybrid Vouge	E102405	335	164	50	Dynamically satisfying, too	★★★★★			
1.6 GD1 Connect Plus	E16100	130	158	10	3.0 TDV6 Hybrid Vouge	E102405	335	164	50	1.5 105 Sport Nav	E17395	104	89	-
1.6 CRDI Maxx	E21750	126	132	11	3.0 TDV6 Hybrid Vouge	E102405	335	164	50	1.5 105 Sport Nav	E17395	104	89	-
OPTIMA 4dr saloon	Looks the part, but is well off the European saloon pace	★★★☆☆			3.0 TDV6 HSE Dynamic	E67105	288	185	43	1.5 105 Sport Nav	E17395	104	89	-
1.7 CRD 2 ISG	E22895	134	128	17	3.0 TDV6 HSE Dynamic	E77850	288	185	45	1.5 105 Sport Nav	E17395	104	89	-
1.7 CRD 1 ISG	E19995	134	128	17	3.0 TDV6 HSE Dynamic	E84350	334	219	47	1.5 105 Sport Nav	E17395	104	89	-
1.7 CRD 3 ISG	E25795	134	128	20	LEXUS CT 5dr hatch	Makes sense only as a company car. Not fun	★★★★★			1.5 105 SE	E17395	104	89	-
1.7 CRD 3 mpv	Versatile interior, but firm ride and high price disappoint	★★★★★			1.5 105 SE-L	E17395	104	89	-	1.5 105 SE-L	E17395	104	89	-
1.4 89 1 ISG	E17995	89	130	8	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.4 89 11 ISG	E12795	89	130	8	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.4 89 SR7 ISG	E13595	89	130	9	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.4 89 2 ISG	E13895	89	130	9	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 123 3 ISG	E16190	123	139	13	RANGE ROVER SPORT 5dr 4x4	Just the right kind of dynamic twist. Brilliant	★★★★★			1.5 105 SE-L Nav	E17395	104	89	-
1.6 123 2 auto	E15810	123	154	11	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 123 3 auto	E17190	123	154	11	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.4 CRDI 92	E18195	89	119	10	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.4 CRDI 89 SR7	E14895	89	119	10	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 CRDI 114 3 ISG	E17475	114	117	14	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 CRDI 114 2 ISG	E20995	114	124	12	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 CRDI 114 2 ISG	E18570	114	117	14	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
CARENIS 5dr mpv	Nicely up to scratch now, but no class leader	★★★★★			1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 3 Sat Nav ISG	E25250	136	132	16	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 GD1 11 ISG	E16195	133	143	10	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 GD1 2 ISG	E19695	133	143	10	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 111 ISG	E17475	114	117	14	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 111 2 ISG	E19590	114	124	12	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 114 2 ISG	E20995	114	124	12	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 114 2 ISG	E18570	114	117	14	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
SPORTAGE 5dr 4x4	Good ride, handling and usability	★★★★★			1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
Looks decent too	★★★★★				1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 4 2WD ISG	E25000	114	143	14	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
2.0 CRD 1 X1-4 4WD	E21500	134	149	42	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 GD1 1 2WD	E17500	133	158	14	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.6 GD1 2 2WD ISG	E19800	133	149	15	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 1 2WD ISG	E19100	114	135	12	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 1 2WD ISG	E21200	114	135	13	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 1 2WD ISG	E21300	114	133	13	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 3 2WD ISG	E21000	114	133	13	1.5 105 SE-L Nav	E17395	104	89	-	1.5 105 SE-L Nav	E17395	104	89	-
1.7 CRD 3 2WD ISG	E2													

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AUTOCAR TOP FIVES

Warm hatches



1 Ford Fiesta Zetec S Black From £13,000
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live with than an ST and almost as much fun. ★★★★☆



2 Mini Cooper Never mind the S: the

From £15,000

L Never mind the S; the three-pot Cooper is the best-value Mini money can buy. The best to drive, too. Great car. ★★★★☆



Suzuki Swift Sport

From £13,000

3 The cheap, pretty and chuckable Swift defines this category best. Fun cannot be had more cheaply than this. ★★★★☆



Seat Ibiza FR

From £16,000

4 VW's latest four-pot gives the Ibiza some real grunt. Shame the chassis it's connected to is less than compelling. ★★★★☆



Fiat 500 Abarth

From £14,000

5 **MINI Cooper S** One of the cutest cars on sale is also pleasing to drive. The handling is keen, but the ride is a bit too firm. ★★★★☆

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group													
3.6 V6 4 PDK	E61619	306	206	47	1.6 dci 130 Dyn'que TomTom	E25045	109	124	17	TOLEDO 5dr hatch	Makes practical sense, but leaves no other lasting impression	★★★☆☆	1.2 TSI 85 S	E14265	84	119	10	1.2 TSI 86 GreenTech S	E14390	84	114	10	2.0 TDI 110 SE	E19765	109	134	14	1.6 S2-T	E15499	118	123	-					
4.8 V8 GTS PDK	E94316	424	239	50	1.6 dci 130 GT Line TomTom	E26545	109	124	17	SCENIC 5dr mpv	Still a class act. Well priced and equipped	★★★★☆	1.2 TSI 105 S	E15295	104	116	13	1.2 TSI 86 GreenTech SE	E15340	84	114	10	2.0 TDI 110 Eleg.	E19765	109	134	14	1.6 DDIS S2-T	E16999	118	106	-					
4.8 V8 Turbo PDK	E108931	494	242	50	1.2 Tce 130 Dyn. TomTom XMOD	E22405	113	140	18	1.2 TSI 105 SE	E16515	104	118	14	1.2 TSI 105 Eleg.	E17965	120	134	17	1.2 TSI 105 GreenTech SE	E16040	104	125	13	2.0 TDI 140 Outdoor Eleg. 4WD	E22230	138	152	18	1.6 DDIS S25 AllGrip	E19499	148	106	-			
4.8 V8 Turbo	E132077	562	242	50	1.2 Tce 130 Dyn. TomTom S	E20905	113	140	18	1.4 TSI 122 SE DSG	E17965	104	124	17	1.2 TSI 105 GreenTech SE	E16040	104	118	13	2.0 TDI 140 Outdoor Eleg. 4WD	E24165	138	152	19	1.6 DDIS S25 AllGrip	E21299	118	106	-								
3.0 V6	E61639	247	169	46	1.6 TDI 130 Dyn'que TomTom S	E18165	109	178	19	1.6 TDI 105 CR S Ecomotive	E17150	104	104	15	1.2 TSI 105 GreenTech Eleg.	E16790	104	116	13	2.0 TDI 140 Outdoor L&K 4WD	E27495	138	164	19	TESLA												
CAYENNE 5dr 4x4	Classy interior and mostly good fun. Hybrid not entertaining	★★★★☆	1.6 VWT 110 Expr.+ XMOD	E18165	109	178	19	1.6 VWT 110 5CR S Ecomotive	E18370	104	106	15	1.2 TSI 105 Sport	E15840	104	125	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	MODELS 5dr hatch	Brings luxury, range and, critically, credibility to electric offerings	★★★★★												
3.0 V6 S-E-Hybrid	E62154	410	79	49	1.6 VWT 110 Dyn'que TomTom XMOD	E19370	109	178	19	LEON 3dr hatch	Sharp looks and handling. Back from the dead	★★★★☆	1.4 TSI 122 SE DSG	E17855	120	134	16	2.0 TDI 110 Eleg.	E21590	109	134	14	1.6 DDIS S2-T	E16999	118	106	-										
3.6 V6	E50211	299	215	-	1.6 VWT 110 Dyn'que TomTom XMOD	E19370	109	178	19	SCENIC 5dr hatch	Good looks, but good value	★★★★☆	1.4 TSI 122 GreenTech Eleg.	E18335	120	134	16	2.0 TDI 110 Eleg.	E21590	109	134	14	1.6 DDIS S25	E19499	148	106	-										
3.6 V6 S	E61770	414	229	-	1.2 Tce 130 Dyn. TomTom XMOD	E20595	113	135	18	1.6 TDI 110 S Ecomotive	E19625	108	87	14	1.4 TSI 122 GreenTech SE	E17705	120	128	17	2.0 TDI 140 Outdoor SE 4WD	E22230	138	152	18	1.6 DDIS S25 AllGrip	E21299	118	106	-								
3.6 V6 GTs	E73448	414	234	-	1.2 Tce 115 Dyn. TomTom XMOD	E20455	113	140	19	1.6 TDI 110 S	E15815	108	114	13	1.4 TSI 122 GreenTech Eleg.	E18455	120	127	18	2.0 TDI 140 Outdoor Eleg. 4WD	E24165	138	152	19	1.6 DDIS S25 AllGrip	E21299	118	106	-								
4.8 V8 Turbo	E94729	513	267	50	1.5 dci 110 Dyn. TomTom S	E12195	109	105	19	1.6 TDI 110 S	E16935	108	114	13	1.6 TDI 105 S	E16590	103	114	16	2.0 TDI 140 Outdoor Eleg. 4WD	E24165	138	152	19	1.6 DDIS S25 AllGrip	E21299	118	106	-								
3.0 V6 Diesel	E50846	258	179	45	1.5 dci 110 Dyn'que TomTom XMOD	E21395	109	105	19	1.4 TSI 125 SE	E17535	123	120	19	1.6 TDI 105 S	E17540	103	114	16	2.0 TDI 140 Outdoor L&K 4WD	E27495	138	164	19	SMART												
4.2 V8 S Diesel	E62794	388	209	50	1.6 dci 130 Dyn. TomTom S	E2495	128	114	23	1.6 dci 130 Dyn. TomTom XMOD	E2495	128	114	24	1.4 TSI 150 FR	E19700	148	109	20	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	FORTWO 3dr hatch	A better Fortwo than ever, but there's no new reason to buy it	★★★★☆					
PROTON					1.6 dci 130 Dyn. TomTom XMOD	E2495	128	114	24	1.8 TSI 180 FR	E20740	178	137	21	1.6 TDI 105 GreenTech SE	E17790	103	105	16	1.7 TDI 105 Eleg.	E18290	103	105	16	2.0 TDI 170 Outdoor L&K 4WD	E27070	168	149	22	TOYOTA							
SAVINY 5dr hatch	Compromise in quality isn't worth the saving	★★★★☆	1.2 Style	E7995	75	134	8	1.2 Tce 130 Dyn. TomTom S-S	E21215	113	140	19	1.6 TDI 110 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	TESLA				
SATRIA Neo 3dr hatch	Best Proton ever, but still unjustifiable	★★★★☆	1.6 VWT 110 Dyn'que TomTom	E10590	178	19	19	1.2 Tce 115 Dyn. TomTom S-S	E21775	113	140	19	1.6 TDI 110 S	E16935	108	114	13	1.6 TDI 105 S	E16590	103	114	16	2.0 TDI 140 Outdoor Eleg. 4WD	E24165	138	152	19	1.6 DDIS S25 AllGrip	E21299	118	106	-					
1.6 GSX	E8495	111	157	17	1.6 dci 130 Dyn. TomTom S-S	E23715	128	114	24	1.6 TDI 130 Dyn. TomTom XMOD	E21395	109	105	19	1.4 TSI 125 SE	E17540	123	120	19	1.6 TDI 105 GreenTech SE	E16690	103	114	16	2.0 TDI 140 Outdoor L&K 4WD	E27495	138	164	19	TOYOTA							
1.6 GSX	E8495	111	157	17	1.6 dci 130 Dyn. TomTom XMOD	E21395	109	105	19	1.6 TDI 130 Dyn. TomTom XMOD	E21395	128	114	24	1.4 TSI 150 FR	E19700	148	109	20	1.6 TDI 105 GreenTech SE	E16690	103	114	16	2.0 TDI 140 Outdoor L&K 4WD	E27495	138	164	19	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆					
KAD-JAR 5dr mpv	A Qashqai in Renault clothes. Lower prices make it a fine alternative	★★★★☆	1.2 Tce 130 Dyn. TomTom S-S	E21215	113	140	19	1.2 Tce 130 Dyn. TomTom S-S	E20595	113	140	19	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆		
KAD-JAR 5dr mpv	A Qashqai in Renault clothes. Lower prices make it a fine alternative	★★★★☆	1.2 Tce 130 Dyn. TomTom S-S	E21215	113	140	19	1.2 Tce 130 Dyn. TomTom S-S	E20595	113	140	19	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆		
GEN-2 4dr saloon	Hugely disappointing despite price	★★★★☆	1.2 Tce 130 Dyn. TomTom S-S	E21215	113	140	19	1.2 Tce 130 Dyn. TomTom S-S	E20595	113	140	19	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆		
GEN-2 5dr hatch	Hugely disappointing despite price	★★★★☆	1.2 Tce 130 Dyn. TomTom S-S	E21215	113	140	19	1.2 Tce 130 Dyn. TomTom S-S	E20595	113	140	19	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆		
RADICAL					1.2 Tce 130 Dyn. TomTom S-S	E21215	113	140	19	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆					
SR3 2dr coupé	Spectacular on the track; not so good on the way home	★★★★☆	1.2 Tce 130 Dyn. TomTom S-S	E10590	178	19	19	1.2 Tce 130 Dyn. TomTom S-S	E20595	128	114	24	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆		
SL	E69850	245	-		1.2 Tce 130 Dyn. TomTom S-S	E20595	128	114	24	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆					
RENAULT					1.2 Tce 130 Dyn. TomTom S-S	E20595	128	114	24	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆					
TWIZY 2dr hatch	Zany solution to personal mobility. Suitably irreverent and impractical	★★★★☆	EV 13kW Urban	E6895	17	0	10	1.2 Tce 130 Dyn. TomTom S-S	E20595	128	114	24	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆		
TWINGO 5dr hatch	Rear-engined car is cleverly packaged - but not the class leader	★★★★☆	EV 13kW Techinc	E7595	17	0	11	1.2 Tce 130 Dyn. TomTom S-S	E20595	128	114	24	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆		
CAPTUR 5dr hatch	On message compact crossover. Better looking than most	★★★★☆	EV 14kW	E14295	89	115	9	1.2 Tce 130 Dyn. Media Nav	E13475	104	119	14	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18290	103	114	15	2.0 TDI 170 Outdoor Eleg. 4WD	E24840	168	149	22	YAO 3dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★☆		
CLIO 5dr hatch	Attractive, nice to drive and practical. Only the Fiesta does it better	★★★★☆	EV 14kW	E14295	89	115	9	1.2 Tce 130 Dyn. Media Nav	E13475	104	119	14	1.6 TDI 105 S	E17515	104	99	13	1.2 TSI 105 S	E16640	104	125	14	1.6 TDI 105 Eleg.	E18													

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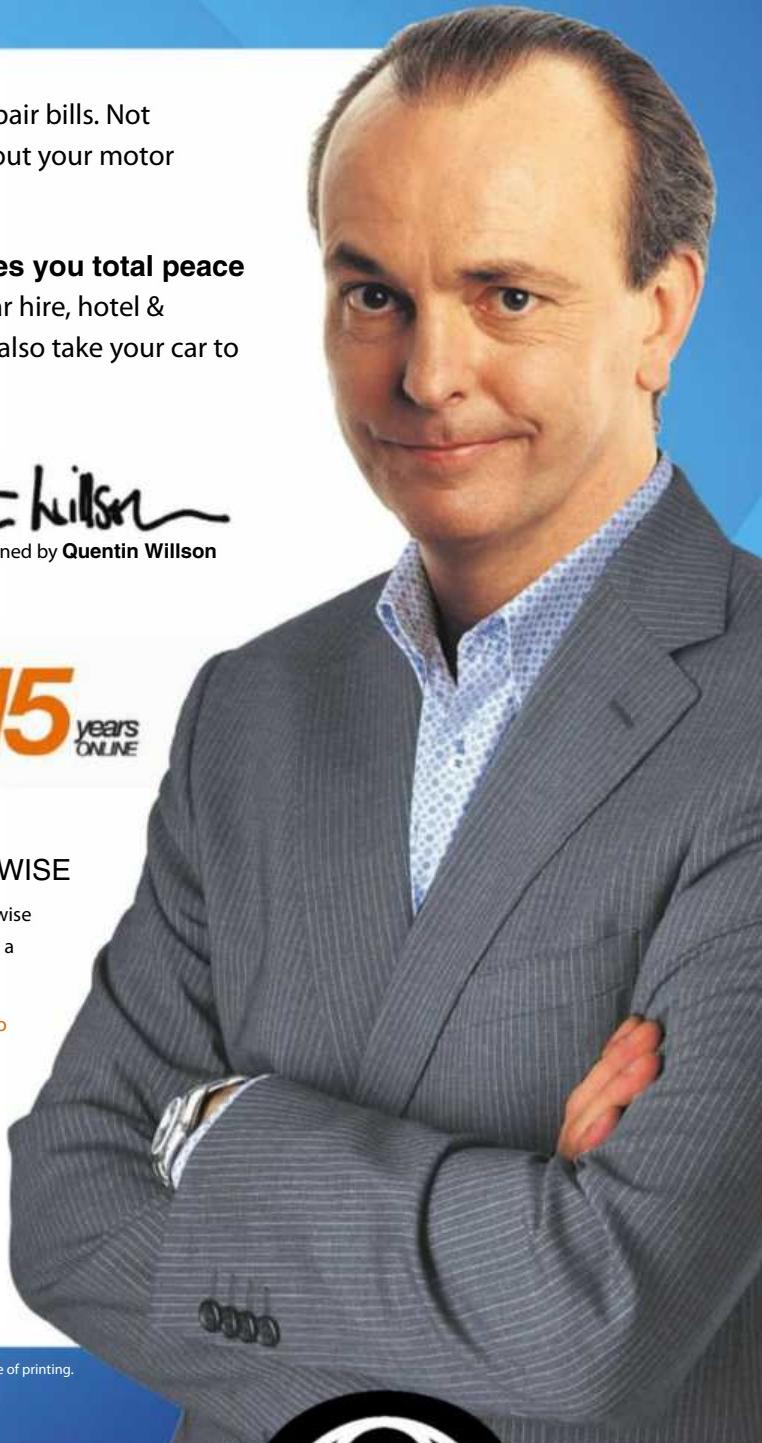


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3 Suzuki Celerio

From £9000
Pleasing to drive, cheap to buy and decent to sit in, the Celerio is a no-nonsense option – and very likeable for it. ★★★★☆

4 Fiat Panda

From £9000
While the Panda may not have quite kept pace with its rivals, it still sells robust, practical charm better than any. ★★★★☆

5 Vauxhall Viva

From £8000
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Make and Model

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 150 GT	£25470	148	110	17	2.0 TDI 150 GT	£28095	148	110	19	2.5 T5 254 C-Ctry Lux Nav AWD	£34100	251	194	30	1.6 T3 Business Edition S-S	£22205	148	139	21
2.0 TDI 150 SE	£24020	148	108	17	2.0 TDI 150 R-line	£29090	148	110	19	1.6 D2 115 E5 ES	£21195	113	88	17	1.6 T3 SE S-S	£27205	148	139	22
GOLF SV 5dr mpv	MQB platform gives the Golf proper MPV proportions. Still no C-Max though. ★★★★★				2.0 TDI 150 S	£24995	148	107	21	1.6 D2 115 E5 Nav	£21995	113	88	17	1.6 T3 R-Design S-S	£28705	148	139	23
1.2 TSI 85 S	£19205	84	114	9	2.0 TDI 150 SE Business	£26135	148	107	19	1.6 D2 115 SE	£22720	113	88	17	3.0 D Polestar	£49875	346	237	38
1.2 TSI 110 S	£20215	108	117	4	2.0 TDI 190 SCR GT	£26790	148	107	19	1.6 D2 115 SE Nav	£23520	113	88	17	1.6 D2 Business Edition S-S	£22945	113	108	17
1.4 TSI 125 S	£20975	121	125	16	2.0 TDI 190 SCR R-line	£30440	187	110	23	1.6 D2 115 SE Lux Nav	£25520	113	88	17	2.0 D3 Business Edition S-S	£23995	134	119	22
1.4 TSI 125 SE	£21910	121	125	14	2.0 TDI 240 BiTDI SCR GT	£36715	237	140	28	1.6 D2 115 R-Design	£3295	113	88	17	2.0 D3 R-Design S-S	£30495	134	119	24
1.4 TSI 150 GT	£25370	148	130	18	2.0 TDI 240 BiTDI R-line	£37170	237	140	28	1.6 D2 115 R-Design Nav	£34295	113	88	17	2.0 D4 Business Edition S-S	£25245	178	99	26
1.6 TDI 100 S	£21025	89	101	11	PHAETON 4dr saloon	Big VW looks good now, and it's a bit more spacious. ★★★★★				1.6 D2 115 R-Design Lux	£24970	113	88	17	2.4 D6 AWD Plug-in Hybrid	£30175	275	48	
1.6 TDI 110 S	£21980	110	101	13	struggles to justify its price				1.6 D2 115 R-Design Lux Nav	£25970	113	88	17	2.4 D6 AWD Plug-in H R-Dsgn LN	£31875	275	48		
1.6 TDI 150 BlueMotion	£32825	110	98	13	V6 TDI 240 SWB	£55550	236	224	45	1.6 D2 115 C-Ctry SE	£35250	113	99	16	V70 5dr estate	Spacious, but suffers from vague steering and old engines			
1.6 TDI 110 SE	£22915	110	101	11	3.0 V6 TDI 240 LWB	£58110	236	224	45	1.6 D2 115 C-Ctry SE Nav	£24520	113	99	18	1.6 D2 SE Lux S-auto	£28995	134	119	23
2.0 TDI 150 SE	£24280	148	112	17	TOURAN 5dr mpv	Good chassis but little inspiration.			1.6 D2 115 C-Ctry Lux	£25520	113	99	17	1.6 D2 SE Lux S-auto	£33220	113	111	21	
2.0 TDI 150 GT	£25875	148	115	17	2.0 TDI 177 Sport	★★★★★			1.6 D2 115 C-Ctry Lux Nav	£26520	113	99	17	1.6 D2 SE Nav S-auto	£31620	113	111	19	
JETTA 4dr saloon	Big boot, pleasant dynamics and good pricing. A bit dull			1.6 TSI 105 S	£18895	123	125	18	2.0 D3 150 SE	£23770	148	114	21	2.0 D3 SE Nav S-S	£31620	161	119	25	
1.4 TSI 125 S	£18895	123	125	18	1.4 TSI 140 S	£19940	108	149	12	2.0 D3 150 SE Nav	£24570	148	114	21	2.0 D4 SE Lux S-S	£34720	178	113	30
1.4 TSI 125 SE	£20225	123	125	18	1.6 TDI 105 Blue Tech S	£23750	138	159	23	2.0 D3 150 SE Lux Nav	£26570	148	114	23	2.0 D4 SE Nav S-S	£33120	178	113	29
1.4 TSI 150 SE	£20930	148	123	21	1.6 TDI 105 BlueTech SE	£23855	104	121	14	2.0 D3 150 R-Design	£24545	148	114	21	2.0 D5 Business Edition S-S auto	£34570	212	126	30
1.4 TSI 150 GT	£21795	148	123	21	2.0 TDI 140 Blue Tech SE	£25620	138	127	19	2.0 D3 150 R-Design Lux	£27020	148	114	23	2.0 D3 Business Edition S-S	£25695	113	119	24
2.0 TDI 110 S	£2175	109	105	14	2.0 TDI 140 BlueTech Sp.	£27080	177	150	23	2.0 D3 150 C-Ctry SE	£24870	148	117	21	2.0 D3 SE Lux S-S	£33220	113	109	21
2.0 TDI 110 SE	£2105	105	105	15	SHARAN 5dr mpv	Refined, flexible big MPV. Seat			2.0 D3 150 C-Ctry SE Nav	£25670	148	117	21	2.0 D4 Business Edition S-S	£27195	178	113	28	
2.0 TDI 110 GT	£22370	109	105	15	version is cheaper				2.0 D3 150 C-Ctry Lux	£27670	148	117	22	2.0 D5 Business Edition S-S	£28645	161	126	29	
2.0 TDI 150 SE	£22505	148	109	22	2.0 TDI 177 SE	£30730	177	152	23	2.0 D4 190 SE	£24970	187	99	26	S80 4dr saloon	Refined, high-quality exec saloon. Poor ride and residuals			
2.0 TDI 150 GT	£23370	148	109	22	2.0 TDI 177 SEL	£33630	177	152	23	2.0 D4 190 SE Nav	£25770	187	99	26	X60 5dr 4x4	Lovely, usable and attractive interior. A worthy Freelander rival			
BEETLE 3dr hatch	Huge improvement, but Golf underneath is superior			1.4 TSI 150 S	£25500	148	167	16	2.0 D4 190 SE Lux Nav	£27770	187	99	27	3.0 T6 Design Lux Nav S-S	★★★★★				
1.4 TSI 150 S	£2175	109	105	14	2.0 TDI 140 BlueTech Sp.	£27810	148	167	16	2.0 D4 190 R-Design	£25745	187	99	25	1.6 D2 SE Lux S-S auto	£32220	113	109	21
2.0 TDI 150 Sport	£22995	105	105	19	BEETLE 2dr open	Huge improvement, but Golf underneath is superior			2.0 D4 190 R-Design Lux	£26545	187	99	25	1.6 D2 SE Nav S-S auto	£30720	113	109	20	
2.0 TDI 150 Design	£23105	105	105	21	1.4 TSI 160 BMT Match 2WD	£23995	158	156	21	2.0 D4 190 R-Design Nav	£28220	109	99	26	2.0 D4 SE Lux S-S	£33720	178	113	29
1.4 TSI 150 Design	£23120	105	105	21	2.0 TDI 140 BMT Match 2WD	£25150	138	138	23	2.0 D4 190 SE	£26870	187	112	28	2.0 D4 SE Nav S-S	£32220	178	104	28
1.4 TSI 150 Sport	£23250	105	105	21	2.0 TDI 177 BMT Match 4WD	£26920	138	150	19	2.0 D4 190 C-Ctry Lux	£28780	187	112	24	2.0 D5 SE Lux S-S	£36835	212	120	31
2.0 TSI 220 Sport	£23755	177	150	27	2.0 TDI 177 BMT Match 4WD	£27925	175	151	23	2.0 D4 190 SE Nav S-S	£27745	113	103	19	X60 5dr 4x4	Lovely, usable and attractive interior. A worthy Freelander rival			
2.0 TDI 110	£2100	108	112	13	2.0 TDI 180 Match 4WD	£28485	138	146	18	2.0 D4 190 SE S-S	£27770	113	103	19	3.0 T6 Design Lux Nav S-S	★★★★★			
2.0 TDI 110 Design	£20475	108	112	13	TIGUAN 5dr 4x4	Dull but capable soft roader. Pricey, but good ride and handling			2.0 D4 190 R-Design	£28175	113	103	20	2.0 D4 190 R-Design Lux	£34720	300	249	37	
2.0 TDI 150 Sport	£22175	148	119	21	TIGUAN 5dr 4x4	Dull but capable soft roader. Pricey, but good ride and handling			2.0 D4 190 R-Design Lux	£28750	113	103	20	2.0 D4 SE Lux S-S	£31600	178	117	28	
BEETLE 2dr open	Huge improvement, but Golf underneath is superior			1.4 TSI 160 BMT Match 2WD	£23995	158	156	21	2.0 D4 190 R-Design Nav	£29095	113	103	19	2.0 D4 SE Lux S-S	£32460	178	117	28	
1.2 TSI 105	£19230	104	129	15	2.0 TDI 160 BMT Match 4WD	£25645	158	178	21	2.0 D4 190 R-Design S-S	£28245	113	103	19	2.0 D4 SE Lux S-S	£34360	178	117	29
1.2 TSI 105 Design	£21625	104	129	16	2.0 TDI 177 BMT Match 4WD	£26920	138	150	19	2.0 D4 190 SE	£29045	113	103	19	2.0 D4 190 C-Ctry S-S	£32935	178	117	28
1.4 TSI 150 Design	£23515	145	138	22	2.0 TDI 180 Match 4WD	£26485	178	194	22	2.0 D4 190 SE S-S	£26745	113	103	19	2.0 D4 R-Design S-S	£33735	178	117	28
1.4 TSI 150 Sport	£2115	148	138	22	2.0 TDI 180 Blue Tech S	£21960	156	18	16	2.0 D4 190 SE Lux Nav	£28305	187	99	29	2.0 D4 R-Design Lux Nav S-S	£36360	178	117	30
2.0 TDI 110	£21040	108	115	22	2.0 TDI 180 S 4WD	£23650	158	178	21	2.0 D4 190 SE S-S	£26805	148	135	23	2.0 D4 190 R-Design S-S	£33190	178	139	28
2.0 TDI 110 Design	£23415	108	115	22	2.0 TDI 180 S 4WD	£24910	208	199	22	2.0 D4 190 R-Design Lux Nav S-S	£23050	134	114	23	2.0 D4 190 R-Design Nav S-S	£33990	178	139	28
2.0 TDI 150 Design	£24245	108	120	23	2.0 TDI 180 S 4WD	£26205	109	138	23	2.0 D4 190 R-Design Lux S-S	£23195	134	114	23	2.0 D4 190 R-Design Lux S-S	£35990	178	139	30
2.0 TDI 120 S 2WD	£23585	108	119	23	2.0 TDI 180 S 4Mot. SWB	£26405	138	206	26	2.0 D4 190 SE	£23045	134	112	23	2.0 D4 190 SE	£35890	178	139	30
2.0 TDI 120 S R-line	£26115	138	119	23	2.0 TDI 180 S 4Mot. SWB	£26405	138	206	26	2.0 D4 190 SE S-S	£23095	134	112	23	2.0 D4 190 SE	£36690	178	139	30
2.0 TDI 120 S R-line	£26195	138	119	24	2.0 TDI 180 S 4Mot. SWB	£26405	138	206	26	2.0 D4 190 SE S-S	£23095	134	112	23	2.0 T8 Hybrid R-Design	£34465	178	139	29
2.0 TDI 120 S R-line	£26195	138	119	24	2.0 TDI 180 S 4Mot. SWB	£26405	138	206	26	2.0 D4 190 SE S-S	£23095	134	112	23	2.0 T8 Hybrid R-Design	£34265	178	139	29
2.0 TDI 120 S R-line	£26195	138	119	24	2.0 TDI 180 S 4Mot. SWB	£26405	138	206	26	2.0 D4 190 SE S-S	£23095	134	112	23	2.0 T8 Momentum	£49205</td			

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30-70mph Indicates overtaking ability through the gears

50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard

Braking 60-Omph Recorded on a high-grip surface at a test track

Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO

MITO 3dr hatch	★★★★☆
1.4 Cloverleaf	136 7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265
2.0 JTDM	135 8.4 22.3 7.7 7.9 2.7 168 258 34.8 40/57 1475

ALPINA

B3 BITURBO 4dr saloon	★★★★★
B3 Biturbo	155 4.7 10.3 3.8 6.8 2.9 404 443 41.5 27/35 1610

ARIEL

ATOM Odr open	★★★★★
V8	170 3.0 5.7 1.9 3.7 2.55 475 268 16.4 21/37 650
NOMAD Odr open	★★★★★

ASTON MARTIN

V8 Vantage 2dr coupé	★★★★★
V8 Roadster	175 5.2 12.0 3.6 7.9 2.7 380 302 26.0 17/22 1713
RAPIDE 4dr coupé	★★★★☆

AUDI

A1 3dr hatch	★★★★☆
1.4 TFSI Sport	126 8.4 22.4 8.9 12.8 2.2 120 148 30.2 34/43 1165
S1	155 5.9 14.4 5.2 5.4 2.6 228 273 25.6 30/39 1390

A3 3dr/5dr hatch

5dr hatch	★★★★☆
2.0 TDI Sport	134 8.9 25.9 11.4 10.8 2.7 148 236 30 48/59 1355
S'back-e-tron	138 7.9 20.9 6.6 8.5 3.0 201 258 30.7 45/49 1540

A4 4dr saloon/5dr estate

5dr estate	★★★★☆
RS4	174 4.4 10.3 3.9 7.7 2.9 444 317 28.9 20/32 1795
NEW A4 4dr saloon	★★★★☆

A5 4dr saloon/cabriolet

cabriolet	★★★★☆
3.0 TDI quattro	155 6.4 16.6 5.9 8.0 2.7 237 368 35.7 32/43 1755
3.0 TDI cabrio	153 7.1 20.2 6.6 *4.0 2.9 237 368 32.4 34/38 2035

A6 4dr saloon/5dr estate

5dr estate	★★★★☆
2.0 TDI SE	141 8.9 24.1 7.7 9.3 2.8 175 280 34.4 44/55 1675
3.0 TDI SE	155 7.2 20.3 6.4 3.9 2.9 201 295 39.9 34/46 1805

RS5 4.2 V8

2.8	27/10.0
4.2 V8	187 4.4 10.5 4.2 6.7 2.7 414 317 24.0 16/22 1560
5.2 V10 Spyder	195 4.1 8.9 3.2 5.5 2.4 518 391 24.3 17/25 1720

BENTLEY

CONTINENTAL 2dr coupé	★★★★★
GTC V8	187 4.5 10.8 3.9 *2.7 2.8 500 487 27.4 18/27 2470
GT	198 4.6 10.9 4.2 *2.4 2.5 567 516 34.9 7/15 2375

FLYING SPUR 4dr saloon

4.2 V8	★★★★★
6.75 V8	184 5.7 13.7 4.8 *2.8 2.6 505 752 44.8 18/21 2745
7.15 V8	187 4.5 10.4 3.6 8.4 3.0 616 590 44.5 18/26 2475

BMW

3dr/5dr hatch	★★★★☆
116d ED Plus	124 10.2 30.0 10.0 17.3 - 114 199 37.7 54/60 1395
M135i	155 4.6 11.4 4.0 6.8 2.6 315 322 35.9 30/41 1545

2SERIES 3dr coupé/convertible

★★★★★	
220d SE	143 7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450
220d C'ble	140 8.5 24.7 8.4 9.0 2.1 187 295 34.5 50/53 1610

M235i

★★★★★	
220d Active Tourer	123 10.5 32.0 10.4 13.9 2.5 148 258 39.5 44/46 1725
220d Touring	155 5.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735

3SERIES 4dr saloon/5dr estate

★★★★★	
320d Sport	146 7.7 20.9 7.6 9.7 2.6 181 280 36.2 41/57 1535
330d Touring	155 5.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735

3SERIES ACTIVE TOURER

5dr hatch	★★★★★
218d Luxury	129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450
218d Sport	141 9.5 28.6 9.5 12.4 2.7 141 236 36.5 50/57 1615

4SERIES 3dr coupé

★★★★★	
435i M Sport	155 5.5 13.2 5.2 6.3 2.7 302 295 28.2 28/37 1585
M4	155 4.1 8.8 3.2 6.1 2.4 425 406 34.0 29/36 1585

5SERIES 4dr saloon/5dr GT/5dr estate

★★★★★	
530d SE	155 6.4 16.1 5.4 *3.3 3.0 241 398 48.1 36/46 1830
520d SE Touring	188 8.1 23.0 8.3 5.0 2.6 181 280 38.7 38/42 1810

5SERIES ACTIVE TOURER

5dr hatch	★★★★★
218d Active Tourer	123 10.5 32.0 10.4 13.9 2.5 148 258 39.5 44/46 1725
220d Touring	155 5.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735

6SERIES 2dr coupé/2dr open

★★★★★	
640d M Sport	155 5.3 13.1 4.6 *2.7 2.6 309 464 42.1 33/45 1840
650i cabrio	155 5.6 12.4 4.5 7.8 2.6 402 442 38.5 22/29 2085

7SERIES 4dr saloon

★★★★★	
730Ld	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795

7SERIES Active Tourer

★★★★★	
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795

7SERIES Active Tourer

★★★★★	
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795

7SERIES Active Tourer

★★★★★	
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795

7SERIES Active Tourer

★★★★★	
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795

7SERIES Active Tourer

★★★★★	
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795

7SERIES Active Tourer

★★★★★	
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795

7SERIES Active Tourer

★★★★★	
730d	153 6.4 17.1 6.0 8.2 3.1 261 457 50.2 40/49 1795

ROAD TEST RESULTS

Make and Model	Top speed 0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/touring	Weight (kg)	TEST DATE	Make and Model	Top speed 0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/touring	Weight (kg)	TEST DATE	Make and Model	Top speed 0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/touring	Weight (kg)	TEST DATE
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33 1382	26.8.09	NISSAN	MICRA 5dr hatch ★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53 1002	19.1.11											
Evora 2+2	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33 1382	30.3.11	1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53 1002	19.1.11												
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26 1430	30.3.11	NOTE 5dr hatch ★★★★★	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54 1036	9.10.13												
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30 1176	3.4.13	1.5 DCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57 1307	12.11.14												
MASERATI												JUKE 5dr hatch ★★★★★	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46 1230	3.11.10												
GRANTURISMO 2dr coupé ★★★★★	4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27 1975	2.2.08	Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46 1230	3.11.10											
GRANCABRIO 2dr open ★★★★★	4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22 2085	14.7.10	Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39 1295	22.5.13											
GHIBLI 4dr saloon ★★★★★	Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40 1835	12.3.14	NISSMO RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35 1341	11.3.15											
MAZDA												LEAF 5dr hatch ★★★★★	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m1545	27.4.11												
2 5dr hatch ★★★★★	1.5 Sky 'v' G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55 1050	22.4.15	1.5 DCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56 1365	19.2.14											
3 5dr hatch ★★★★★	2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60 1470	4.12.13	1.6 DCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48 1550	13.8.14											
5 5dr MPV ★★★★☆	1.6 6dr Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40 1555	16.2.11	370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34 1508	29.7.09											
6 4dr saloon/5dr estate ★★★★★	2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56 1480	23.1.13	GT-R	132	9.4	38.0	10.1	12.4	2.9	197	434	28.1	19/28 1775	6.5.09											
MX-5 2dr open ★★★★★	1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49 1050	29.9.15	Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	192	28.1	20/48 1547	14.10.09											
MCLAREN												NOBLE	M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25 1305	14.10.09											
650S 2dr coupé/roadster ★★★★★	3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24 1468	30.7.13	PEUGEOT	208	3.5	5dr hatch	★★★★★																		
P1 2dr coupé ★★★★★	P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	308	172	4.7	11.4	2.9	2.9	81	87	21.2	41/45 1080	18.7.12												
P1 2dr open ★★★★★	P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42 1160	11.2.15											
MERCEDES-AMG												308 3dr hatch	109	14.2	-	14.5	9.1	2.9	81	199	38.5	48/59 1395	15.1.14												
C63 4dr saloon ★★★★★	C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25 1715	3.6.15	508 SW estate	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59 1395	15.1.14											
GT 2dr coupé ★★★★★	S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29 1715	29.7.15	2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.5	161	255	32.3	32/46 1680	25.5.11											
MERCEDES-BENZ												300B 5dr hatch	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59 1180	19.6.13												
A-CLASS 5dr hatch ★★★★★	A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58 1475	7.11.12	911 2dr coupé	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34 1385	24.4.13											
A45 AMG	A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37 1555	14.8.13	GT4	183	4.6	10.0	3.5	6.0	2.5	380	310	25.5	28/- 1340	23.9.15											
B-CLASS 5dr MPV ★★★★☆	B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52 1495	29.2.12	CAYMAN 3dr coupé	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32 1420	27.6.12											
C-CLASS 4dr 5dr estate ★★★★★	C230 Black	186	4.0	9.2	3.3	7.5	2.6	510	457	37.2	15/25 1775	5.9.12	911 2dr coupé	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34 1385	24.4.13											
NEW C-CLASS 4dr ★★★★★	C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51 1700	23.7.14	Carrera	180	4.8	10.8	3.8	11.1	2.3	345	288	32.8	21/35 1445	7.3.12											
CLA 4dr coupé/5dr estate ★★★★★	CLA 4dr	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	26.6.13	Targa	182	4.3	9.8	3.6	15.0	2.4	394	325	37.9	21/29 1578	18.6.14											
220 CDI Sport	220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	17.2.10	Turbo S	197	3.0	7.1	2.6	6.8	2.6	552	553	37.9	20/31 1605	8.1.14											
200 CDI ST/S Brk134	200 CDI ST/S Brk134	101	29.7	9.6	11.9	3.4	134	221	33.5	53/59 1555	18.11.15	RS 350	193	3.4	7.8	2.8	6.9	2.4	493	339	24.2	20/28 1495	19.8.15												
SLK 2dr cc ★★★★★	SLK 2dr cc	149	7.5	18.9	7.0	9.8	2.8	181	184	31.3	30/41 1485	27.7.11	918 SPIDER 2dr coupé	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44 1740	22.10.14											
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★	E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42 1780	24.6.09	4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44 1740	22.10.14											
E350 CDI auto	E350 CDI	149	6.9	19.2	6.9	4.0	2.9	228	398	38.9	29/36 1995	17.2.10	PANAMERA 5dr hatch	188	4.0	9.2	3.4	13.5	2.5	493	567	45.0	20/28 2045	20.9.09											
S-CLASS 4dr saloon/2dr coupé ★★★★★	S500 Blue tec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44 1975	16.10.13	MACAN 5dr 4x4	188	4.0	9.2	3.4	13.5	2.5	493	406	35.7	22/31 2000	4.6.14											
S500 Blue tec	S500 Blue tec	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38 1775	13.4.11	GT 4dr hatch	188	4.0	9.2	3.4	13.5	2.5	493	214	26.5	28/- 1340	20.9.15											
500 5dr MPV ★★★★★	350CDI BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38 1775	13.4.11	918 SPIDER 2dr coupé	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44 1740	22.10.14											
500 5dr hatch	350CDI BlueEff.	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43 1980	9.1.13	POLO 3/5dr hatch	105	13.6	38.8	10.4	12.1	2.8	68	85	21.8	39/45 1086	6.2.13											
S-CLASS 4dr saloon/2dr coupé ★★★★★	S500	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44 1975	16.10.13	VW 5dr hatch	105	13.6	38.8	10.4	12.1	2.8	68	85	21.8	39/45 1086	6.2.13											
S-CLASS 4dr saloon/2dr coupé ★★★★★	S500	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44 1975	16.10.13	UP 3dr hatch	105	13.6	38.8	10.4	12.1	2.8	68	85	21.8	39/45 1086	6.2.13											
GLA 4dr 4x4 ★★★★★	GLA 4dr 4x4	134	8.1	23.8	7.8	4.7	2.6	168	258	36.4	40/48 1535	14.5.14	CLIO 5dr hatch	184	12.3	-	13.9	9.1	2.9	87	162	7.8	250Wh/m1468	31.7.13											
ML250 8.8	ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41 2310	25.5.12	GTI 1.4 TCe	113	13.4	-	13.9	19.1	2.8	89	100	23.8	38/47 1009	6.3.13											
GL 5dr 4x4 ★★★★★	GL 5dr 4x4	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41 2310	25.5.12																							

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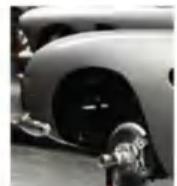
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R121 AJB	£725	G19 BET	£500	91 CHN	£575	S34 DM	£1400	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500
B10 AJD	£600	57 BET	£3500	D7 CNB	£500	Y9 DLP	£650	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500
R27 AJD	£500	PDPO4 BEV	£450	H5 CHP	£450	Y12 DMS	£450	F21 HSI	£575	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500
E4 AJE	£625	D13 BEV	£1300	46 CO	£4900	H8 DWM	£825	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500
R32 AJF	£475	R27 BEV	£1200	R27 COB	£625	R26 DWW	£450	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500	R21 DHM	£500
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R31 AMD	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450
R29 AMF	£475	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450
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R23 AMK	£475	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450	R21 HAL	£450
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1 RHL	111 GJ	POR 5H	CB 26	11 LE	21 WL	ALM 4A	880SS				
1 RYL	444 GM	PR 8	88 CN	30 LE	55 WL	45ADS	BO55 YYY				
SHJ 1	7 GS	PS 4	43 CS	42 LE	51 XX	AYU8A	BO11 TEN				
1 SUU	GS 146	10 R	49 CS	78 LF	Names	A133 MAK	B8 XKR				
THN 1	17 H	RGR 6	13 CT	92 LJ	K155 AAL	A147 POT	BR13 FLY				
1 TLE	H 97	4 RON	19 CT	47 LW	ABE 641L	A151 EXX	A10 BOR				
1 TMJ	HAJ 1G	5 RY	CK 20	92 LW	ABB 33S	AH54 BEN	BOV 1S				
1 TNK	HB 7	8 S	47 CW	15 MC	ACE 4C	ARL 4T	BO55 MUD				
TNR 1	4 HER	2 SLK	33 DL	11 MG	AD11 DAS	AF02 ALS	B5 EEN				
1 TOC	5 HER	9 SOL	75 DM	MG 65	V77 ADE	AF04 WTC	BA51 ERD				
1 TTJ	4 JAK	5 SPY	73 DN	75 MJ	A17 ADY	AA11 AHX	B11RDE				
TTJ 1	4 JEY	1111 T	73 DS	22 MU	AKB 8R	A4 MYS	V60 BOY				
1 UA	3333 J	58 T	DL 95	56 ND	ALE 376	444 AL	X3 BMX				
1 USH	JJ 2	94 T	97 DT	33 NF	ALE 853	ANG311N	A911 MAK				
VSN 1	JJ 3	TES5S	64 ED	29 NL	ALF 6Y	AM55 TER	P911 ANT				



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I35 TER	BR16 DEN	FA12 MER	H3 RON	L3I GHX	OLL I3A	I 57EEL	TH15 POR
AB16 FAN	BA12 NET	F4 YEX	XI54 BEL	L3I GHL	OL16 VYA	SPR 4G	TAI2 GAS
AC II	BAI2 NSY	F7 SHY	PI54 BEL	XLI4 NAX	PAM 3I4X	SI4DE J	T7 HE0
S 45TON	BRI5 TDL	F10 OLS	X754 BEL	XLI4 NEX	PLI4 NES	S41 MDN	TII DOR
TH15 AMV	BRI3 TTY	F11 CME	XI58 ELA	LOD 63Y	P00 IY	S44 RAT	TII EOG
XVI2 AMV	BUI2 NLY	F11 KKA	JAK 3J	3 MAD	PRO6 TDR	S412 AHJ	MR57 ODD
VI2 4LAN	BUI2 NSY	FI2 ANX	BI6 JCK	XMI6 HAL	PUI5 HPA	S50 PHG	X70 DDX
ABI4 HAM	BYI2 NEY	FI20 UDE	JS51 CAD	XMI6 HEL	P3 XEL	S55 AUL	T00 600L
X AL16IA	CA16 UTT	FA14 FEL	JS51 CAP	XMI6 HYX	P4 RVC	S70 NEO	TT 590RT
ARO 4D	CI OLL	FOL 6Y	XJE 55IE	M4 YEL	P42 KES	S73 PHX	R8 590RT
AROB ERY	C4 THK	FS 1122	KICK U	MI2 CTY	P53 LBY	S73 PHD	THI4 NKU
AT10 LET	C24 WFY	G4 MMY	K3N WE	M3 8OND	M 94TEL	S73 RNS	THIO RPY
AYR 35Y	C42 DFF	G4 RYL	K30 UGH	MAI2 SHA	P4II LYW	S73 VEK	UL14BLE
X 4NNR	C57 ARR	GI2 EON	K3I GAN	M42 SHA	PA55 ERS	S74 NTN	V3 NNN
X4 NNG	C473 RER	MY 63MMA	K47 EYX	MAG 9I3S	RAC 43L	S90 WER	V4 NNN
X4 NNJ	C43I SEA	XX63 MMA	KI55 HTT	NUN I73D	R80 ERT	SIII NNS	VI2 XKR
X4 NNM	CHI4 SEA	P630 RGE	K42I NAX	MAI2 KSY	RA15 HED	SII3 FFU	VEH 16IE
X4 NNP	MR 6IARK	GA15 TON	KH04 TUN	MAI2 KYB	RAM 53Y	SII3 FFW	VW 590RT
BO6 IEAK	LCI4 RKY	CAI2 ETH	LAW 78N	MAI2 KYJ	R3I DDD	S93I GHT	BU60 FWV
BO60 LOO	SCI4 RKY	GR16 VSY	I35 TER	MAI2 KYP	R3I DYX	X54 PNA	WAI2 NEY
BC 76	CO13 MRN	X64 BBY	GO I4MBO	MAI2 KYR	R3I TER	X51 ANY	WA16 OTT
NI 83CKY	COS 77A	J6I LLL	LAI3 REN	MAI2 TYN	R50 NNY	SAII CER	WA65 TFF
B3 NMP	CRIO OKY	P60 ODY	XI ARA	MA61 CAN	R164 ARD	SC05 ERS	WE54 HAM
BI5 TDJ	DAW 3Y	MR57 ODD	L44 RAD	MC61 EAN	R683 RTS	SHIO REY	WHE 47IY
PI 8ENN	D2 WNK	MR 62ANT	LI MOF	ME10 DYX	XR06 ERT	SHI4 PRO	WOO IS
B3 STN	D3 BYG	MR 62EEN	L3 AHK	ME15 MTH	R4 MYC	SHI4 REN	WR16 LYS
BI20 OKY	D4 NYR	HA63 RTY	L3 VYB	N452 EEN	R8 XYP	SHI4 UND	WY60 MBE
BM 590RT	DII KEP	F4I5 ALL	L3 VYC	NII NAD	R15 HTB	SO10 MDN	W3 NTT
BLIO OMY	DOU 6B	H4 RYP	L3 VYR	NI6 KYG	R30 4RMY	D594 RKS	W4 TAM
M8I OOM	DUI2 HAM	H7 ARA	L4 WSX	NI6 ULE	R8 590RT	MR59 ARK	W4 UTO
DIO OMY	9 ECK	H7 NDA	L8 UBB	XNI6 OLE	RE59 RAY	ST14 MPY	W57 EAD
M3 8OND	E TY6E	H7 OOR	L49 HAM	XNI2 OLE	XRI4 NAX	T574 CEY	WII7 DOW
X60 HEN	ELI4 NEY	HI8 EAL	L8I BBY	NA10 MYX	XRO4 CHX	STO I2Y	WI53 MEN
X80 TTX	ELI6 TTS	HI65 ONN	L96 END	N40 MER	ROV 32S	SU56 NNA	W412 DEN
BUI2 GEY	E10 TTP	HI56 OCK	LIII DAK	N40 LER	ROV 3I2S	DSU 770N	W475 ONN
BUI2 NEL	E17 OTT	HE60 TME	XI3 NNY	OB07 HER	SPP 785	H7 ARA	W475 ONT
C4II GAS	EII RTN	XH04 REX	XL06 UEX	Y30 LLY	S9 UBS	H7 OOR	YI ULE
CAII ELC	20 EM	XH06 GXX	LUII SAX	POW 3IIN	S4 ERE	T4 NGD	2 OEX
ELO 6EEZ	X3 WAN	HII4 RAX	LV09 OOL	POW 3IIP	S5 URS	X70 NYN	X2 OEC

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GENERAL NUMBERS		HELLENIC NUMBERS		HELLENIC NUMBERS		HELLENIC NUMBERS	
RAI5 SAS	£15000	VA55 ULA	£5000	HRI5 SOS	£1000	FR05 AVA	£1250
LUI5 ZAS	£12000	DR05 ULA	£2800	HRI5 TAS	£1400	(FROSA SAVA?)	
LUI5 SAS	£6000	NA55 ULA	£1250	HRI5 ULA	£2000	FR05 AAA	£1250
ELI5 ZAS	£12000	VA51 LAS	£1250	HRI5 TON	£1000	PI KOY	£2000
MR55 ALE	£4000	FY51 COS	£1250	ODI5 SEA	£3000	(IN GREEK?)	
(MRS SALE?)		ASIO TES	£1400	XPI5 TAS	£1400	FA55 ULA	£4000
PP05 SUM	£3000	(ASHOTIS?)		XPI5 SOS	£1400	(LIMASSOL?)	
MM05 TLY	£1000	AY10 TES	£1400	RI TSU	£1500	DRI0 ANA	£3000
KR05 SED	£1000	(AYIOTIS?)		NA55 SOS	£1250	(DR IOANNA?)	
ARI4 YOU	£1400	EVI0 TES	£1400	ASIO TYS	£1400	VA51 TSA	£1250
(ARI FOR YOU?)		YA10 USA	£1400	(ASHOTIS?)		TA51 TSA	£1250
KY55 ERS	£2000	(YALOUSYA?)		ARI4 YOU	£1400	PP51 LOS	£1000
PP05 HER	£3000	LY51 MAS	£1250	(ARI FOR YOU?)		HEII ADA	£2000
(A POSHER PORSCHE?)		LY51 MOY	£1250	DR05 SOS	£1700	(ELLADA?)	
RI ODJ	£1500	N10 BHS	£1250	DIO DOS	£1000	ASIO THS	£1400
(RIO DE JANEIRO?)		(NIOBHΣ?)		KK05 MOS	£750	(ASHOTIS?)	
OFI5 SER	£1500	SO10 NOS	£2000	MU55 KOS	£7000	ME51 TES	£1400
PPI5 TON	£1700	(SOLONOS?)		MU55 KAS	£9000	ER51 LUV	£1250
JEI5 ONS	£2500	ARI5 TOU	£5000	ME55 ANA	£4000	AY10 SSS	£1500
(JASON?)		ARI5 TEA	£4000	(PAPHOS?)		LU51 MOU	£1500
HAI5 SEM	£3000	API5 TOU	£1400	GC05 TAS	£3000	XEN I05Y	£2250
(MESSIAH?)		(ARISTOU?)		HC05 TAS	£3000	ALTERNATIVE NUMBERS	
ERII BAD	£1400	KRI5 SOS	£2000	JC05 TAS	£3000	EK51 TES	£1250
(ANTI ROYALIST?)		XPI5 TOU	£2000	KC05 TAS	£3000	HI5 BYG	£1250
ERII FAB	£1400	XPI5 POU	£200	LC05 TAS	£3000	P50 LOS	£1250
(ROYALIST?)		XPI5 TOY	£2500	MC05 TAS	£3000	KKI5 SFU	£1400
NI XNO	£1500	CRI5 SOS	£2000	NC05 TAS	£3000	SHI5 TOU	£1000
(NIXON?)		KRI5 ULA	£2500	RC05 TAS	£3000	OR05 POU	£1500
H5 AVA	£2500	CRI5 ULA	£2500	TC05 TAS	£3000	(TURKISH?)	
(H SAVA?)		KRI5 SAS	£2000	YC05 TAS	£3000	PA55 HON	£2000
H5 AGE	£2500	CRI5 SAS	£2000	RU55 OSS	£3000	KY55 ERS	£2000
(H SAGE?)		ODI5 EAS	£5000	SPIO UNA	£1500	PPI5 TON	£1700
H5 AUD	£4000	ODI5 EOS	£3000	SI FNO	£1500	HI5 TOS	£1500
(H SAUD?)		LOI5 ZOS	£5000	(SIFNOS?)		XYN IN	£1500
H5 ERF	£2500	LOI5 ZOU	£6000	Y50 FOS	£1000	PE05 SSS	£1500
(H SERF? FRESH?)		ARI5 STA	£3000	(WHY SOFOS?)		TRI0 LOS	£1500
UR51 GHT	£2000	H10 SGR	£2500	YY10 LAS	£2000	EA51 NUN	£1500
(YOUR SIGHT?)		(HIOS GREECE?)		FY51 CON	£1000	WI5 HFU	£3000
PH05 TER	£3000	H5 AVA	£2500	MU51 COS	£3000	(YOU WISH?)	
(FOSTER?)		(H SAVA?)		ER05 AVA	£1250	K4 VLA	£3000
KJZ 5000	£2200	AT51 DAS	£3000	(ERO SAVA?)			
SEW I5E	£5000	(LAWYER?)					
(ARE YOU WISE?)							
SLZ 2222	£2200						
MI YSM	£3000						



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III AGM	A	ACD 560	£2,800	262 D	£7,800	S10 GMX	£130	L	I00 L	£9,500	O	RGC 943	£1,800	V	VAK 8S	£2,500
IO BG	A	AM 9	£85,000	DAMIION	£15,000	G2 UMP	£2,400	H	I1 BCO	£13,000	W84I OAD	£1,200	RHA 77	£5,000	VER 79X	£2,000
I970 C	A	AM 69	£21,500	D3EAN	£40,000	I7 G	£47,500	K6 LEE	£800	OAK 715	£9,500	69 RJ	£8,600	P21 VGB	£1,200	
CGT 3	A	E5,000	£1,500	T30 DGB	£500	550 G	£13,000	LEE 782	£3,500	7 OF	£23,000	47 RMV	£3,000	VJ1 150	£950	
II DCP	A	E15,500	£15,500	850 AT	£6,500	GAC 88L	£3,000	400 LH	£9,500	16 OG	£8,800	P00 RNR	£700	VJV 306	£1,800	
I DOT	A	E3,700	£1,500	A12 DGD	£1,300	I GFX	£8,500	8 LJS	£8,800	AI OLE	£1,800	ROO2 ERT	£2,400	7 VJX	£3,800	
R20 AVA	A	E25,500	£600	2 DOG	£30,000	C5 GGA	£1,000	CC02 LOT	£500	6 000	£30,000	T22 RPB	£750	935 VPD	£1,500	
32 EH	A	E5,800	£13,000	GOJUBAR	£29,000	G10 BAR	£25,000	222 LR	£7,500	000 IX	£8,800	RUS 463	£7,500	VSNI VPD	£28,000	
213 EMM	A	AXT 8N	£4,995	98 DS	£18,000	J14 GRK	£850	L2 LY	£950	N 5000	£5,000	C7 RWG	£1,800			
FP 23	B	E8,300	£125,000	A9 DSD	£950	S10 GMX	£130	LYN 554Y	£4,500	F2 000	£5,500	I RX	£78,000	W	WBK 598	£2,100
I GGX	B	E9,000	£7,500	I00 DVO	£3,600	GNL 74	£4,000	M	Y7 QSH	£1,800	I2 SAC	£7,800	WC13 OXR	£1,200		
R100 JAG	B	E5,200	£10,500	230 DXE	£950	G2 UMP	£2,400	92 M	£38,000	50 OXH	£1,500	SAM 293	£8,800	WGS 375	£1,500	
26 JRC	B	E5,500	£1,000	C4 EGC	£750	JAB 4	£23,000	MCA 4N	£3,500	P 100	£65,000	I MII SBB	£700	J7 WHD	£900	
KH 9064	B	E2,500	£14,300	68 BB	£10,500	206 ELY	£2,500	22 JAH	£9,000	PAM 132Y	£1,200	I SBX	£13,800	I7 WRF	£2,800	
I5 KF	B	E25,000	£1,000	E10 111	£2,500	JAC 8T	£12,000	X2 MDH	£1,200	818 SB	£8,800	T28 SCS	£1,500	WWK 92	£500	
98 LD	B	E6,000	£406 BH	£1,800	II JCD	£3,000	MDS 17	£7,000	J33 SEA	£1,000	I WWW	£115,000				
222 LP	B	E5,000	£850	G7 ENG	£2,800	4 JCK	£10,000	5 MG	£35,000	SEZ 5692	£150	X				
MBA 80	B	E5,500	£190 BMW	£1,800	I JDJ	£23,995	V8 MGB	£3,500	PP 11	£55,000	400 X	£15,000				
5 MGL	B	E7,800	£190 BMW	£3,700	II JDJ	£3,500	MGL 446	£1,300	X5 PNE	£1,600	SV 5939	£1,200	I XAD	£9,500		
30 OJ	B	E8,800	£1,000	W18 JEM	£1,000	W18 JEM	£1,000	X7 MHB	£950	PP II	£55,000	X50UND	£45,000	I XB	£45,000	
7 PMJ	B	E3,500	£1,000	FBF 502	£12,000	FBF 502	£3,300	MIB 8409	£600	XG PPD	£600	SPD 346	£3,500	I XC	£15,000	
800 RC	C	E4,500	£333 BKS	£1,000	I9 F	£47,000	MKS 1	£35,000	PIL 2003	£800	SOP 853	£3,200	I XD	£55,000		
2 SLR	C	E6,000	£1,000	LA55 FAT	£4,500	624 JGC	£1,495	7584 PJ	£1,800	TR13 MPH	£5,500					
6 SSD	C	E22,000	£1,000	S2 FCS	£850	JGL 289	£1,200	S29 MLE	£450	E10 PLA	£900	W444 XES	£950			
TSE 6	C	E14,000	£1,000	R12 FCS	£650	JW 624	£5,500	WI MLW	£1,995	RM55 SUE	£850	I XM	£10,000			
I UEE	C	E8,200	£1,000	FDZ 483	£900	JOD 17S	£4,000	866 MMB	£2,800	SV 5939	£1,200	40 XKY	£1,800			
925 W	C	E6,500	£1,000	RS54 FER	£1,300	K48 JRP	£600	PI30 MUR	£800	T6 T	£265,000	50 OXH	£1,500			
WOF 700	C	E2,300	£1,000	FND 1D	£1,000	F900 JRS	£700	79 N.	£23,000	C500 TOY	£2,300	XXX 4	£18,000			
IO WWX	C	E7,500	£1,000	FB55 FRY	£1,000	24 JT	£8,500	NB 508I	£4,500	PRE 35E	£2,000	4 XX	£30,000			
333 X	C	E14,000	£1,000	FUN IT	£3,500	JW 186I	£3,800	380I NB	£3,000	PSX 888	£2,000	T234 CLE	£2,750	Y	£39,500	
57 XX	C	E8,500	£1,000	G	£1,000	K794 KAB	£600	T444 NDV	£600	RAG 535	£2,600	TRN I	£29,000	I2 Y	£9,000	
XXX IP	C	E9,300	£1,000	LA55 G	£1,000	KAT 6V	£4,500	NFG 20	£2,800	RAG 535	£2,600	TSE 6	£6,500	444 Y	£9,000	
I4 Y	C	E35,000	£1,000	GOJUBAR	£25,000	KCT 96I	£2,000	II NMS	£5,000	7 RBR	£5,500	I UEE	£8,500	Y10 YDS	£2,300	
	C	E1,000	£1,000	KH 2842	£2,500	DI KDJ	£1,200	HI NFO	£1,000	BI RBW	£950	YLJ 662	£3,500	YSX 88	£2,000	
	C	E1,000	£1,000	660 KO	£4,800	JOII NOK	£800	C17 RDS	£2,300	M66 UFC	£1,800	I YTA	£8,500			
	C	E1,000	£1,000	KIK	£70,000	NUR 53X	£950	P99 REY	£600	UNA 332	£3,500					
	C	E1,000	£1,000					500 UXO	£1,300							

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We Buy and Value Registrations

19 AB	A	6 BB	C431 SEA	616 DAN	8 EW	5555 GS	95 JEM	1 JYX	1 LSJ	11 MRD	PAM 555X	RCC 9	RYL 4N	8 SV	V	87 JW	
ABF 1	B	333 BD	CHR 15W	5 DCW	F	6 GSK	JEM 888	K	LUV 33R	69 MS	P477 ONS	94 RD	S	99 SW	6666 V		
66 ADC	B	1 BDK	9 CJ	44 DEB	FA12 MER	GTS 355S	12 JET	2000 KA	46 LYN	666 MS	P44 ULH	88 RE	3333 SA	T	1 VBH	L334 NNE	
77 CG	B	777 AE	BEC 55Y	504 CJW	DEB 88	FCH 1	1000 GW	JEZ 12	1 KD	9 MSG	PBF 100	REB 836A	55 SAM	33 T	V16 KEY	WVC 99	
CH16 KEN	B	900 AF	84 BEN	5 CKW	DEB 1B	512 FER	H	666 JF	KEN 44	8 M	MTP 89	7000 PC	92 RD	S241 RAH	TAM 111E	VWS 3	
5 AGR	B	25 BF	CM 732	222 DG	A348 FER	8 H	9 JFD	KEZ 2	123 MAL	MU 3	555 PD	1 RDD	8 SBM	TAS 16	45 VY	MBW III	
700 AJ	B	444 BG	18 CMS	DJS 2H	A360 SPY	1 HAW	JH 54	6 KG	417 DYS	MWS 383	7 PEL	37 RG	SC 31	81 TB	W	66 MD	
66 AL	B	2222 BG	5 CMW	25 DJT	F40 MAD	1 HDR	5 JJJ	2000 KS	MA12	N	11 PF	700 RG	7 SCJ	1 TDJ	5 WA	WAZ 7	
6000 AL	B	52 BH	1 CNJ	DJW 2Y	FF12 RED	113 LEN	45 JK	K57 ONE	KSY	40 N	9 PG	2 RGD	SCW 6	TEL 55	W457 NEY	W457 NEY	
444 AL	B	1 BKW	6 OX	98 DL	27 FK	HEL 317A	JL 37	KYM 555S	MA12	6 NCB	1 PHP	RGH 75	999 SD	TES 55Y	69 MS	9 MSG	
9 ALJ	B	86 BL	COX 5S	555 DM	700 FOX	6 HJP	5 JLK	L	TYN	7 NCG	911 PJ	6 RH	2 SDJ	1 TGP	WAZ 7	WAZ 7	
9 AM	B	80 XER	8 CR	402 DP	222 FR	1 HM	JMR 11	F457 LAM	38 MAT	587 PJ	888 RJ	5 SE	500 TH	1 WBG	40 N	40 N	
66 AM	B	250 BR	11 CRG	555 DR	G	1 HPV	26 JMS	19 LD	M477	NF 19	6 PJK	RL 7	666 SE	88 TK	7 WC	7 WC	
G55 AMG	B	1 BTK	84 CS	6666 DR	G444 RRY	121 HW	JOE 7S	8 LE	HEW	N163 LLS	PJS 97	RM 1	1 SFY	TL 9	WCA 2	NUT 80Y	
16 AMM	B	4444 BW	2 CSD	88 DRH	99 GAV	I	JOE 333Y	666 LEE	MAT 33Y	5 NJM	PKA 1	8 RMR	99 SH	24 TN	WDY 1	WDY 1	
66 AMY	C	1 CSJ	4444 DS	5555 GB	470 IB	JOS 11Y	LEE 449	81 MAX	1 NSM	6 PL	5 RMW	18 SJQ	70 M	WEB 85Y	IIIIP	IIIIP	
6 AN	C	9 C	8 CSL	600 DT	1 GDD	J	555 JP	LEE 33S	M61 VOR	1 NTK	777 PO	88 ROB	999 SK	TOM 3Y	W33 BBS	W33 BBS	
JH 54	C	AND 180Y	999 CA	4 CSR	775 DT	GE02 GYS	5 J	JPS 16	L34 NNE	1 MBD	NUT 80Y	P012 SHE	ROB 813S	350 SLC	TOM 13S	W333 LLS	REB 836A
593 ANG	C	1000 CA	8 CT	350 DW	GEM 5X	43 JAK	JPS 321	L64 NNE	MBG 35	NUT 3Y	12 PP	ROB 33Y	SL63 TOY	TOW 17S	W333 STS	ROB 327S	
11 ASJ	C	368 CAD	6 CT	E	81 GF	9 JAM	JR 255	L31 GHX	1 MBV	NWN 14	7 PSA	ROB 327S	SLR 722X	70 YS	WHE 471Y	ROB 327S	
1 ATK	C	4444 CT	E 6	444 GH	JAM 135S	11 JRG	L31 YLA	MBW 111	0	PSB 13	P911 ROB	SLS 62L	800 TT	WIL 5007	ROB 813S		
1 AWC	C	CA11	387 CTA	30 EB	700 GH	JAS 888	99 JRG	LEN 3Y	66 MD	PSK 6	ROX 6N	11 SMJ	4 TVR	W117	SLR 722X		
AWC 8	C	VMS	1 CTE	EBS 8	89 GJ	33 JB	26 JRL	78 LF	M376 ALF	28 OH	6 PSN	1 RP	11 SMW	18 TVR	DOW	SLR 722X	
JMR II	C	7 AWH	C444 SSY	4 CSR	EFP 5	555 GJ	1 JBD	650 JS	3 LFC	98 MF	9 OL	4 PST	3333 RP	86 SN	9 TW	WPT 1	SLR 722X
B	C	6 CAW	336 CWP	800 ELA	444 GM	6 JBL	JSW 12	1 LGA	300 MG	57 OM	R	59 RS	S6 UND	888 TW	X	SLS 62L	
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222 BA	C	222 CB	3 EM	1 GO	18 JC	JTK 9	1 LGA	MHM 1	16 OG	7 OF	123000	RAT 71E	1000 RT	S74 NNS	U	VI6 KEY	
999 BA	C	222 CD	9090 D	1000 EM	888 GP	9 JDK	JUS 71S	700 LM	11 MJF	1111 P	600 RB	1 RTK	79 SP	UA 1	1111 XF	VI6 KEY	
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Rear View Mirror: tales from our archive



Peugeot's conceptual Ferrari rival

21 September 1988

From some angles, it is possible to just glimpse elements of the road-going 405 Coupé in the Oxia, which was Peugeot's star attraction at the 1988 Paris motor show.

Named after the part of Mars that lies at longitude and latitude zero, the Oxia was a fully engineered design study "that ought to give Ferrari and Porsche some food for thought", according to John Simister, Autocar's chief features writer at the time.

The Oxia was more than a static design study, though. All four wheels drove and steered, a twin-turbo V6 gave 680bhp and the body and chassis were crafted from carbonfibre and Kevlar.

The Oxia weighed 1377kg, with the complex transmission – featuring an epicyclic centre differential giving a torque split of 25% front, 75% rear and incorporating a Ferguson viscous coupling, plus electronically controlled limited-slip differentials front and rear – and steering accounting for a lot of that. Suspension was by double wishbones all round, with each of the gas-filled dampers surrounded by a pair of concentric coil springs.

Beneath its sleek skin, the Oxia was a fusion of Group B rally car and Group C sportscar racer. Its engine was a 2849cc V6 with two Garrett T3 turbochargers, derived from the WM-Peugeot Le Mans cars that were famed for hitting 250mph

'At low revs it sounds a little like a Porsche 911. First gear is long, as you'd expect from a car which could be capable of 200mph'

on the Mulsanne Straight, and the four-wheel drive system was a refined version of the Peugeot 205 T16's. The car delivered its blistering 680bhp at 8200rpm and an equally impressive 535lb ft at 4500rpm.

"The two occupants sit well forward behind a steeply raked windscreen, the bottom edge of which, barely 2ft from the Oxia's nose, incorporates two rows of photoelectric cells to power the air-con fan when the engine isn't running," said Simister. "It's a logical solution: more sun means more power means a faster fan means more airflow. Very Group C, too, are the way the rear wheels sit so far back, and the plethora of scoops and louvres."

Simister watched the car in action around the Belchamps test track. "At low revs it sounds a little like a Porsche 911 or maybe a 959," he wrote. "First gear

is long, as you would expect from a car which could well be capable of 200mph with the right gearing – Peugeot will say only that it can top 180mph – but the Oxia pulls away cleanly and disappears from view around the banking.

"When it reappears, the engine is grunting lustily, the giant stainless steel silencer curbing some volume but making little impression on the bass and treble.

Oxia is chased by a 405 Mi-16 as it hoves back into view, so it can't be going any faster than about 135mph. Its rear wing would still be flat, for it doesn't reach its 3deg raised position until 155mph. Once raised, though, it stays there for a full minute after the Oxia's speed falls below this point."

Fast-changing parameters such as road speed, engine speed and boost pressure were monitored by conventional analogue gauges, with digital displays reserved for fuel level, engine temperatures and odometer. A built-in personal computer, with a colour LCD screen, an alphanumeric keyboard and a floppy disc drive, controlled the air conditioning system. It also controlled navigation databases and route finders. A map then displayed the chosen route on the screen. Also included were a radio telephone and a Pioneer hi-fi system.

"This is a car Peugeot should seriously consider replicating. It says it won't, and that's a pity," said Simister.

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Editorial assistants Jimi Beckwith, Doug Revolta
Office manager Charlene Harry

EDITORIAL CONTRIBUTORS

European editor Greg Kable
Used car editor James Ruppert
Senior contributing writer Andrew Frankel
Senior contributing editor Richard Bremner
Special correspondents Mauro Calo, Jesse Crosse, Hilton Holloway, Peter Liddiard, Julian Rendell, Richard Webber

MEDIA ENQUIRIES

Tel +44 (0)20 8541 3434
Contact Greg Cartwright (greg@performancecomms.com)

SUBSCRIPTIONS

Tel 0844 848 8816
Overseas +44 (0)1795 592 972
Email autocar@servicehelpline.co.uk

SYNDICATION ENQUIRIES

Tel +44 (0)1962 867705
Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024
Contact Isla Friend (isla.friend@haymarket.com)

BACK ISSUES

Tel 0844 848 8816
Email autocar@servicehelpline.co.uk

ADVERTISING

Classified +44 (0)20 8267 5817
Display +44 (0)20 8267 5574
Production +44 (0)20 8267 5814
Fax +44 (0)20 8267 5312
Sales director Julia Dear
Agency group head Richard Pott
Agency account managers Adrianna Haynes, Dan Hodgson
Semi-display executive Kammy Karginate
Retail executive Hannah Mathew

PRODUCTION

Tel +44 (0)20 8267 5219
Production manager Anthony Davis
Production controller Ben Harris

MARKETING

Marketing manager Darren Pitt
Direct marketing manager Kadie Chanter
Newstrade marketing manager Nick Lyon
Head of events Wendy Stonebridge

MANAGEMENT

Group director Patrick Fuller
Brand director Rachael Prasher

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ADDRESS

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Editorial director Mark Payton
Strategy & planning director Bob McDowell
Managing director David Prasher
Chief executive Kevin Costello



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